



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

August 21, 2012

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION





Letter of Transmittal

TO: Toll Bridge Program Oversight Committee
(TBPOC)

DATE: August 15, 2012

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – August 21, 2012

Herewith is the TBPOC Meeting Materials Packet for the August 21st meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TBPOC MEETING
August 21, 2012, 2:00pm – 4:00pm
Mission Bay Office, 325 Burma Road, Oakland
TBPOC-PMT pre-briefing: 2:00pm – 2:30pm
TBPOC meeting: 2:30pm – 4:00pm

	Topic	Presenter	Time	Desired Outcome
1.	CHAIR'S REPORT	S. Heminger, BATA		Information
2.	PROGRAM ISSUES			
	a. Bridge Safety and Security***			
	1. YBITS1 CCO 901-S2 (Furnish and Install BASE Security Cameras)*	T. Anziano, CT	20 min	Information
	b. Bay Bridge East Span Opening*	A. Fremier, BATA/ S. Maller, CTC	30 min	Approval
	c. Toll Bridge Foundation Review Update*	A. Fremier, BATA/ S. Maller, CTC	20 min	Information
3.	PROGRESS REPORTS			
	a. Risk Management Briefing Second Quarter 2012*	T. Anziano, CT	20 min	Information
4.	CONSENT CALENDAR			
	a. TBPOC Meeting Minutes			
	1. July 10, 2012 Conference Call Minutes*	A. Fremier, BATA		Approval
	b. Contract Change Orders (CCOs)	D. Noel, CTC		Approval
	1. Yerba Buena Island Transition Structures (YBITS) No. 1 CCO 100-S2 (Seismic Joints at KE & KW - Revised Fabrication Tolerances)*			
	2. YBITS No. 1 CCO 107-S1 (Seismic Joint Fabrication Changes at Abutment 23 L/R)*			
	3. YBITS No. 1 CCO 529-S2 (Oakland Detour Westbound Substructure and Superstructure)*			
5.	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES			
	a. Corridor/Schedule Update*	T. Anziano, CT	5 min	Information
6.	DUMBARTON BRIDGE SEISMIC RETROFIT UPDATE			
	a. Labor Day Weekend Closure*	T. Anziano, CT	5 min	Information
7.	OTHER BUSINESS			
Next TBPOC Meeting: September 6, 2012, 1:00 PM – 4:00 PM 1120 N Street, Sacramento, CA				

* Attachments

** Attachments at end of binder

*** Attachments to be sent under separate cover

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TBPOC MEETING August 21, 2012

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3	3	PROGRAM ISSUES a. Bridge Safety and Security*** 1. YBITS1 CCO901-S2 (Furnish and Install BASE Security Cameras)* b. Bay Bridge East Span Opening* c. Toll Bridge Foundation Review Update*
		CONSENT CALENDAR a. TBPOC Meeting Minutes 1) July 10, 2012 Conference Call Minutes* b. Contract Change Orders (CCOs): 1) Yerba Buena Island Transition Structures (YBITS) No. 1 CCO 100-S2 (Seismic Joints at KE & KW – Revised Fabrication Tolerances)* 2) YBITS No. 1 CCO 107-S1 (Seismic Joint Fabrication Changes at Abutment 23 L/R)* 3) YBITS No. 1 CCO 529-S2 (Oakland Detour Westbound Substructure and Superstructure)*
5	5	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Corridor/Schedule Update*
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7	7	OTHER BUSINESS

* Attachments

** Attachments at end of binder

*** Attachments to be sent under separate cover

ITEM 1: CHAIR'S REPORT

No Attachments

ITEM 2: PROGRAM ISSUES

- a. Bridge Safety and Security (attachments to be sent under separate cover)**

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 15, 2012

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2a1

Item- Program Issues

Bridge Safety and Security

Yerba Buena Island Transition Structure 1 Change Order No. 901-S2 –

Furnish & Install BASE Security Cameras

Recommendation:

APPROVAL

Cost:

CCO 901-S0 \$ 697,367.00 Issued September 2011

CCO 901-S1 \$ 296,672.00 Issued March 2012

CCO 901-S2: \$5,000,000.00 NOT TO EXCEED

Schedule Impacts:

N/A

Discussion:

CCO 901-S2 in the amount NOT TO EXCEED \$5,000,000 will provide for furnishing and installing 49 each Bay Area security enhancement (BASE) cameras and appurtenances for the Skyway and OTD1 structures and for furnishing 61 BASE cameras and appurtenances for future installation on the other SFOBB East Span Contracts.

CCO 901-S0 and 901-S1 provided for the installation of the fiber optic cable systems on the Skyway, OTD and YBITS structures. CCO 901-S2 will furnish and install the actual BASE cameras. The 49 cameras will be pan-tilt and zoom-enabled with a portion having infrared or thermal imaging capabilities. Furnishing additional 61 cameras for other SFOBB East Span Contracts will eliminate the long lead time required for these items to be delivered and will allow for a more immediate installation of the cameras once the plans for the placement of the cameras are finalized.

Memorandum

Attachment(s):

1. Draft CCO: 901-S2
2. Draft CCO Memo: 901-S2
3. Approved CCO & CCO Memo 901-S0 & 901-S1
4. MEP Integration Strategy Spreadsheet (Section "D" is related to BASE)

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 901	Suppl. No. 2	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Furnish the following cameras and supporting components such as control panels, switches, composite cable, brackets and other miscellaneous equipment as directed by the Engineer. Below is the list of the major equipment, to be furnished pending revision and approval by the Engineer.

38 EA Cameras with Infrared Option
 21 EA Cameras (Non-Infrared)
 2 Cameras with Thermal Imaging Option
 20 Control Panels (each suited for 5 cameras) including all internal components (encoders, power supply etc)
 10,000 LF Composite Cable

All Cameras for this change order are to be white in color, the cameras models shall be as specified below or equivalent as approved by the engineer.

Bosch Model MIC-550 (Non-Infrared) or equivalent
 Bosch Model MIC-550IR (with-Infrared) or equivalent
 Bosch Model MIC-612TFALW36N (Thermal Imaging) or equivalent

All items furnished for this change order shall be approved by the Engineer prior to their purchase being ordered.

Also perform miscellaneous work on existing facilities due to unforeseen field conditions or conflicts with existing components as required to perform the work of this change order as determined necessary by the Engineer.

Labor, equipment and material authorized by the Engineer, as necessary, will be paid in accordance with the provisions of Section 4-1.03D, "Extra Work" of the Standard Specifications and Section 5-1.24, "Force Account Payment" of the Special Provisions.

Estimated Cost of Extra Work at Force Account = \$1,600,000.00 (NOT TO EXCEED)

Extra Work at Lump Sum:

Extra Work at Lump Sum:

Furnish and install all components of the BASE camera system for the San Francisco Oakland Bay Bridge (East Span) as specified on Pages 2 through XX of this change order and as shown on Pages XX through XXX (Plan Sheets E-XXXX through E-XXXX) of this change order. This work includes but is not limited to furnishing and installing all hardware pertaining to the cameras, control panels, encoders, switches, adapters, brackets, power supply and cables necessary for the operation of the camera system as specified and as shown. Any work related to networking, servers for archiving and video management software is excluded from this change.

For this work, the Contractor shall be compensated an agreed lump sum of \$3,400,000.00 (NOT TO EXCEED), which constitutes full compensation, including all markups, complete in place for this change.

Extra Work at Agreed Lump Sum = \$3,400,000.00 (NOT TO EXCEED)

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 901	Suppl. No. 2	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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Estimated Cost: Increase ☒ Decrease ☐ \$5,000,000.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer William Howe, Senior R.E.	Date
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Approval Recommended by

Signature	Principal T.E. Mike Forner	Date
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Engineer Approval by

Signature	Principal T.E. Mike Forner	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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CONTRACT CHANGE ORDER MEMORANDUM

DATE: 6/11/2012 Page 1 of 2

TO: Deanna Vilcheck, ACM /			FILE: E.A. 04 - 0120S4	
FROM: William Howe, Senior R.E.			CO-RTE-PM SF-80-12.7/13.2	
FED. NO. NO FED AID				
CCO#: 901	SUPPLEMENT#: 2	Category Code: CBPC	CONTINGENCY BALANCE (incl. this change) \$59,361,168.40	
COST: \$5,000,000.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Skyway & OTD CCTV Cameras			PROJECT DESCRIPTION: YBITS-1 (Yerba Buena Island Transition Structures)	
Original Contract Time: 1390 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 0 Day(s)	Percentage Time Adjusted: (including this change) 0 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 9

THIS CHANGE ORDER PROVIDES FOR:

Furnishing and installing closed caption television (CCTV) cameras for the Skyway and Oakland Touchdown portions of the new east span of the San Francisco Oakland Bay Bridge (SFOBB).

The new east span of the San Francisco Oakland Bay Bridge (SFOBB) is comprised of 4 main structures, the Yerba Buena Island Transition Structure (YBITS), the Self-Anchored Suspension (SAS) structure, the Skyway structure and the Oakland Touchdown (OTD) structure. The Skyway and a large component of the OTD were constructed several years ago under separate contracts with neither contract providing for the installation of closed circuit televisions.

In November of 2008 the Toll Bridge Program Oversight Committee (TBPOC) approved the SFOBB Mechanical, Electrical and Piping (MEP) integration strategy which provided for any remaining MEP work on the Skyway and OTD contracts to be performed under the SAS and YBITS contracts. The CCTV cameras being furnished and installed under this change order constitutes part of this MEP implementation strategy.

Prior to the CCTV cameras being furnished and installed under this change order, Change Order No. 901-S0 and 901-S1 were issued to provide for the installation of a fiber optic cable systems throughout the Skyway, OTD and YBITS structures. This change order will furnish and install the CCTV cameras which will be connected to the fiber optic cable systems installed under the previous change orders.

This change order will provide for 49 CCTV cameras to be furnished and installed. All cameras will be pan tilt cameras with zoom capabilities with 16 of the 49 cameras, having infrared technology. The cameras will be used to provide security surveillance of the Skyway and OTD structures and the OTD Substation.

The change order will also provide for the contractor to furnish 61 additional CCTV cameras and appurtenances for future use on other Bay Bridge contracts in order to secure these long lead time items. Future change orders will be issued under the various contracts to install these cameras once the plans for this work are finalized.

The work of furnishing and installing the CCTV cameras and appurtenances on the Skyway and OTD structures will be compensated as extra work at an agreed lump sum (NOT TO EXCEED) \$3,400,000.00. Any necessary corrective work required on the existing components on the Skyway and OTD structures and the furnishing of the CCTV cameras and appurtenances for other Bay Bridge contracts shall be paid as extra work at force account at an estimated cost (NOT TO EXCEED) \$1,600,000.00. The total estimated change order cost (NOT TO EXCEED) \$5,000,000.00 shall be financed from the contract's contingency funds. A cost estimate is on file.

Additional funding of \$30,740,000 has previously been provided to this contract's contingency funds to provide for the costs of the anticipated MEP integration work to be performed under this contract. The cost of this change falls within the costs budgeted under the funding provided.

No adjustment of contract time is required as the work will not affect the controlling operation.

Maintenance concurrence will be obtained from Lina Ellis, Structure Maintenance.

CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:			ESTIMATE OF COST										
Construction Engineer:	William Howe	Date	ITEMS	THIS REQUEST	TOTAL TO DATE								
Bridge Engineer:	Mehran Ardakanian	Date	FORCE ACCOUNT	\$0.00	\$0.00								
Project Engineer:	Bob Zandipour, Design	Date	AGREED PRICE	\$5,000,000.00	\$5,974,339.00								
Project Manager:	Ken Terpstra	Date	ADJUSTMENT	\$0.00	\$0.00								
FHWA Rep.:		Date	TOTAL	\$5,000,000.00	\$5,994,339.00								
Environmental:		Date	FEDERAL PARTICIPATION										
Other (specify):	Lina Ellis, Str. Maintenance	Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING										
Other (specify):		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)										
District Prior Approval By:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS										
HQ (Issue Approve) By:		Date	<table border="0"> <tr> <td>FEDERAL FUNDING SOURCE</td> <td>PERCENT</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> </table>			FEDERAL FUNDING SOURCE	PERCENT	_____	_____	_____	_____	_____	_____
FEDERAL FUNDING SOURCE	PERCENT												
_____	_____												
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Resident Engineer's Signature:		Date											

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 901 Suppl. No. 0 Contract No. 04 - 0120S4 Road SF-80-12.7/13.2 FED. AID LOC.: NO FED AID

To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Furnish and install fiber optic cable system, per attached drawings sheet nos. AS-17, E-600, E-601, E-602, E-603, E-604, E-605, E-606, E-607, E-608, E-609, E-610, E-611, E-612, E-613, E-614, E-615, E-616, E-617, E-618, E-619, E-620, E-620A, E-621, E-622, E-623, E-624, E-625, E-626, E-627, E-628, E-629, E-630, E-631, E-632, E-633, E-634, E-642, E-644, E-645, E-648, E-651, E-651A, E-653, E-655, E-662A, E-662B, E-663A, E-800, E-801, E-802, E-803, E-804, E-805, E-806, E-807, E-808, E-809, E-810, E-811, E-812, E-813, E-823A, E-826, E-827, E-829A, E-832, E-832A, E-1001, E-1002, E-1003, E-1004, E-1005, E-1006, E-1007, E-1008, E-1009, E-1010, E-1011, E-1012, E-1104, E-1105, E-1106, E-1107, E-1108. (Sheets 2 to 86 of this contract change order.)

The work includes excavation, trenching and backfill, and surface restoration where shown. Soil to be excavated that is identified as potentially contaminated soil shall be stockpiled by the contractor at a location designated by the engineer within 2000 meters of the excavation. Any further work with such stockpile(s) is excluded from the agreed price. The agreed price excludes the identification, handling, removal or testing of any hazardous or contaminated material.

The agreed price includes all labor, material, tools, equipment and incidentals as required. The agreed prices constitute full payment, including all markups, for this change.

Estimated cost of Extra Work at Lump Sum\$697,367.00

The agreed price excludes the cost of dewatering the excavation or manholes and all the costs associated with storage, treatment, testing or disposal of any water generated from a dewatering operation. These costs will be dealt under a separate change order.

Estimated Cost: Increase ☒ Decrease ☐ \$697,367.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Signature	<i>William Howe</i>	Resident Engineer	William Howe, Senior R.E.	Date	07-08-11
Signature	<i>Deanna Vilcheck</i>	Area Construction Manager	Deanna Vilcheck	Date	7/8/11
Signature	<i>Michael Fourn</i>	Area Construction Manager	Deanna Vilcheck	Date	7-1-11

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Signature	<i>[Signature]</i>	(Print name and title)	EDUARDO A. PUCHI, TREASURER	Date	8/15/11
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RECEIVED AUG 31 2011

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 6/17/2011 Page 1 of 2

TO: Deanna Vilcheck, ACM / 

FILE: E.A. 04 - 0120S4

CO-RTE-PM SF-80-12.7/13.2

FROM: William Howe, Senior R.E.

FED. NO. NO FED AID

CCO#: 901

SUPPLEMENT#: 0

Category Code: CBPC

CONTINGENCY BALANCE (incl. this change) **\$69,326,882.50**COST: **\$697,367.00**INCREASE ☒ DECREASE ☐HEADQUARTERS APPROVAL REQUIRED? ☒ YES ☐ NO

SUPPLEMENTAL FUNDS PROVIDED:

\$0.00IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☒ YES ☐ NO**CCO DESCRIPTION:**

fiber optic cable trunk line system

PROJECT DESCRIPTION:

YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:

1390 Day(s)

Time Adj. This Change:

0 Day(s)Previously Approved CCO
Time Adjustments:**0** Day(s)Percentage Time Adjusted:
(including this change)**0** %Total # of Unreconciled Deferred Time
CCO(s): (including this change)**8****THIS CHANGE ORDER PROVIDES FOR:**

Constructing a fiber optic cable trunk line system for the Skyway and Oakland Touchdown 1, per attached drawings (Sheets 2 through 86 of the change order). The work includes pulling innerduct and fiber optic trunk line into cable trays throughout the bridge (both eastbound and westbound) as well as through the existing duct system extending from the bridge to the Mole Substation extending all the way to the Oakland substation.

This contract calls for the construction of the Yerba Buena Island Transition structures of the east span of the new San Francisco Oakland Bay Bridge (SFOBB).

The design of the new SFOBB east span was completed prior to September 11, 2001. Since the original design security measures have been extensively modified to meet the requirements of the BASE program "Bay Area Security Enhancement". CHP has required the Department to enhance security on all Bay Area Toll Bridges under the program "Bay Area Security Enhancement" (BASE). This change order implements the requirements of CHP for installation of security cameras and the needed infrastructure throughout the new SFOBB east span.

Compensation for this work shall be paid for as Extra work at lump sum at an estimated cost of \$697,367, Which will be funded from the project's contingency fund. A cost analysis is on file.

Any work pertaining to Identification, handling, removal or testing of any hazardous or contaminated material; dewatering, storage, treatment, testing or disposal of any water generated from a dewatering operation is excluded from the scope of this change order. These items will be handled either by separate change orders, or by a separate Caltrans on-call environmental services contract.

This change was requested by Steven Hulsebus, Chief, Office of Toll Bridge Design on June 13, 2011.

No adjustment of contract time is warranted, as this change will not affect the controlling operation.

Ben Edalati, Senior, Electrical Maintenance concurred to this change on July 06, 2011.

CONTRACT CHANGE ORDER MEMORANDUM

EA: 0120S4 CCO: 901 - 0

DATE: 6/17/2011 Page 2 of 2

RAJESH OSEROT
Resident Engineer
STORM YBIRTS
Bill Howe

CONCURRED BY:		ESTIMATE OF COST	
Construction Engineer: William Howe	Date 07-08-11	THIS REQUEST	TOTAL TO DATE
Bridge Engineer: <i>for</i> Mehran Ardakanian <i>OK</i>	Date 09/02/11	ITEMS \$0.00	\$0.00
Project Engineer: Bob Zandipour, Design	Date 09/06/11	FORCE ACCOUNT \$0.00	\$0.00
Project Manager: Ken Terpstra <i>NT</i>	Date 9/26/11	AGREED PRICE \$697,367.00	\$697,367.00
FHWA Rep.:	Date	ADJUSTMENT \$0.00	\$0.00
Environmental:	Date	TOTAL \$697,367.00	\$697,367.00
Other (specify): BEN EDALATI (Electrical Maintenance)	Date 07/06/11	FEDERAL PARTICIPATION	
Other (specify): STEVEN HULSEBUS (Chief Toll Bridge Design)	Date 06/13/11	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
District Prior Approval By:	Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
HQ (Issue Approve) By: SEY HOSSNIEH	Date 07/08/11	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
Resident Engineer's Signature:	Date	FEDERAL FUNDING SOURCE	PERCENT
<i>William Howe</i>	07-08-11		

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 901	Suppl. No. 1	Contract No. 04 - 012034	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Perform work required to control groundwater intrusion and remove groundwater from manholes, as directed by the Engineer. This work will be paid for in accordance with Section 5-1.17, "Force Account Payment", of the Special Provisions and Section 4-1.03D, "Extra Work", of the Standard Specifications.

Estimated cost of Extra Work at Force Account\$20,000.00

Extra Work at Lump Sum:

Furnish and install fiber trunk lines and inner ducts for the BASE Integration in accordance with the attached drawings (Sheets 2 through 47 of this change order) for the San Francisco-Oakland East Span Seismic Safety Project, Bridge Nos. 340006L/R.

The contract plans reflecting this change are 126R2, 127R2, 128R1, 129R1, 130R4, 131R1, 132R2, 133R2, 137R1, 139R1, 140R1, 142R1, 143R1, 146R3, 148R1, 183R1, 197R2, 200R2, 225R1, 237R2, 238R2, 249R1, 250R1, 304R1, 309R1, 315R1, 323R1, 330R1, 332R1, 337R2, 344R1, 348R1, 351R1, 363R1, 392R1, 402R1, 405R2, 431R2, 434R1, 447R2, 450R1, 451R1, 474A and 483A of 806; and Plan Sheet Nos. E1102 and E-1103 (total of 46 sheets).

For this work, the Contractor shall be paid an Agreed Lump Sum amount of \$276,972.00. This agreed amount includes all labor, materials, tools, equipment and incidentals as required, and constitutes full payment, including all markups, for this change.

Extra Work at Lump Sum\$276,972.00

Estimated Cost: Increase ☒ Decrease ☐ \$296,972.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by		
Signature <i>William Howe</i>	Resident Engineer William Howe, Senior R.E.	Date 02-16-12

Approval Recommended by		
Signature <i>Michael Fourn</i> for	Area Construction Manager Deanna Vilcheck	Date 2-17-12

Engineer Approval by		
Signature <i>Deanna Vilcheck</i>	Area Construction Manager Deanna Vilcheck	Date 2/1/12

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature <i>James A. Carter</i>	(Print name and title) JAMES A. CARTER, PRESIDENT	Date 2/28/12

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONTRACT CHANGE ORDER MEMORANDUM

DATE: 1/25/2012 Page 1 of 1

TO: Deanna Vilcheck, ACM / <i>WJL</i>		FILE: E.A. 04 - 0120S4	
FROM: William Howe, Senior R.E.		CO-RTE-PM SF-80-12.7/13.2	
		FED. NO. NO FED AID	
CCO#: 901	SUPPLEMENT#: 1	Category Code: CBPC	CONTINGENCY BALANCE (incl. this change) \$53,718,788.00
COST: \$296,972.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: BASE Integration - YBITS Portion		PROJECT DESCRIPTION: YBITS-1 (Yerba Buena Island Transition Structures)	
Original Contract Time: 1390 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 0 Day(s)	Percentage Time Adjusted: (including this change) 0 %
			Total # of Unreconciled Deferred Time CCO(s): (including this change) 9

THIS CHANGE ORDER PROVIDES FOR:

This change order provides furnishing and installing fiber trunk lines and innerducts for the BASE Integration at the Yerba Buena Island Transition Structure portion of the San Francisco-Oakland Bay Bridge (SFOBB).

The design of the new SFOBB east span was completed prior to September 11, 2001; therefore, no provisions for extensive security were included in the original design. The California Highway Patrol (CHP) has required the Department to enhance security on all Bay Area Toll Bridges under the program "Bay Area Security Enhancement" (BASE). This change order implements the requirements of CHP for installation of security cameras and the needed infrastructure throughout the new SFOBB east span.

Contract Change Order No. 901 was issued for enhanced security measures at the Oakland Touchdown and Skyway portions of the SFOBB. This supplemental change order is issued for enhanced security measures at the Yerba Buena Island Transition Structure portion.

Compensation for this work shall be paid at an Agreed Lump Sum of \$276,972.00. Work to control groundwater and remove groundwater from manholes will be paid as Extra Work @ Force Account for the amount of \$20,000.00. The total amount of this change order is \$296,972.00, which will be funded from the project's contingency fund. A cost analysis is on file.

No adjustment of contract time is warranted, as this change will not affect the controlling operation.

This change was requested by Steven Hulsebus, District Division Chief, Office of Toll Bridge Design, on 2/8/12.

Maintenance concurrence for this change will be obtained.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer: William Howe	Date	<i>02-16-12</i>	THIS REQUEST	TOTAL TO DATE	
Bridge Engineer: Mehran Ardakanian	Date		ITEMS	\$0.00	\$0.00
Project Engineer: Bob Zandipour, Design	Date	<i>2-17-12</i>	FORCE ACCOUNT	\$20,000.00	\$20,000.00
Project Manager: Ken Terpstra <i>KT</i>	Date	<i>3-1-12</i>	AGREED PRICE	\$276,972.00	\$974,339.00
FHWA Rep.:	Date		ADJUSTMENT	\$0.00	\$0.00
Environmental:	Date		TOTAL	\$296,972.00	\$994,339.00
Other (specify): Lina Ellis, Str. Maintenance	Date	<i>2-17-12</i>	FEDERAL PARTICIPATION		
Other (specify): Steven Hulsebus, Toll Bridge Desi	Date	<i>2/8/12</i>	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By: <i>Larry Salhaney</i>	Date	<i>2-17-12</i>	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:	Date		FEDERAL FUNDING SOURCE PERCENT		
<i>William Howe</i>	<i>02-16-12</i>				

SFOBB MEP Integration Strategy (CONFIDENTIAL)

8-21-2012

	Segregation of Work	Nov 2008 Estimated Cost	January 2012 Estimated Cost	July 2012 Estimated Cost	Executed / Proposed CCOs to Date	Comments
A	Furnish Light Poles (BATA Contract)					
Item A-1	Furnish Light Poles	\$15,300,000.00	\$5,888,909.00	\$5,888,909.00	\$2,888,909.00	The fixtures were eliminated from this contract and added to Item 1B below.
Item A-2	Storage Cost	\$1,500,000.00	\$200,000.00	\$200,000.00		
	Contingency (Included in the above)					
	Total Estimated Cost To Furnish Light Poles (BATA Contract)	\$16,800,000.00	\$6,088,909.00	\$6,088,909.00	\$2,888,909.00	
B	MEP Integration Work Installation					
Item B-1	Install Light Poles (Skyway and OTD1), F&I LED fixture for corridor poles	\$2,000,000.00	\$13,500,000.00	\$13,500,000.00	\$13,466,929.00	Fixtures were eliminated from pole contract and added to this item.
Item B-2	Installation of MEP items eliminated from Skyway & OTD1	\$8,000,000.00	\$8,000,000.00	\$8,000,000.00	\$5,250,000.00	CCO 110 approx. \$5M & CCO 907 Approx. \$250K
Item B-3	Upgrades & Revisions of the already installed components (Skyway & OTD1)	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$1,600,000.00	CCO 163
Item B-4	Installation of BASE System (conduits & Cabinets within Skyway & OTD1)	\$2,000,000.00	\$0.00	\$0.00		This work is included in Item D below
Item B-5	Contingency (20%), changed to 15% in January 2012	\$2,900,000.00	\$3,600,000.00	\$3,600,000.00		
	Total Estimated Cost For Installation	\$17,400,000.00	\$27,600,000.00	\$27,600,000.00	\$20,316,929.00	
	Total for all Light Poles & MEP Integration Work (within Skyway & OTD1)	\$34,200,000.00	\$33,688,909.00	\$33,688,909.00	\$23,205,838.00	Total of \$34.2M for Items A & B was approved by TBPOC 11-6-2008
C	System Wide Testing (Entire Corridor)					
Item C-1	System wide (Entire Corridor) testing, Relay Setting, SCADA development & commissioning	\$3,000,000.00	\$3,000,000.00	\$3,000,000.00	\$1,500,000.00	CCO 905 for \$1.5M
Item C-2	Resolution of system wide testing issues (for entire corridor)	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00		
Item C-3	Contingency (20%)	\$900,000.00	\$900,000.00	\$900,000.00		
	Total Estimated Cost Of System wide Testing	\$5,400,000.00	\$5,400,000.00	\$5,400,000.00		\$5.4M (TBPOC May 6, 2010)
D	Complete BASE System (Entire Corridor)	March 2010	Jan 2012	July 2012		
Item D-1	Hardware (about 110 cameras, interface box and decoder for each camera / wiring)	\$3,000,000.00	\$3,000,000.00	\$3,000,000.00	\$5,000,000.00	Requesting Approval for CCO 901-S2
Item D-2	Installation cost (Camera & Hardware)	\$1,500,000.00	\$1,500,000.00	\$3,500,000.00		
Item D-3	New dedicated fiber line in both structures with 2 loops	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$1,200,000.00	CCO's 901 & 901S1 on YBI and CCO 150 on SAS
Item D-4	Added wireless dish & supporting Equipment @ YBI-1, Licensed Frequency	N/A	N/A	\$1,200,000.00	\$1,200,000.00	CCO 904 (YBI-1 Project)
Item D-5	Network, Video Management & Monitoring (Hardware & Software)	N/A	N/A	\$3,000,000.00		
Item D-6	Furnish & Install BASE cameras at YBI	N/A	N/A	\$1,000,000.00		
Item D-7	Pier Top Cameras, Motion Sensors & Camera wash units (F&I 48 of each)	N/A	N/A	\$8,167,000.00		
Item D-8	Contingency (20%)	\$1,300,000.00	\$1,300,000.00	\$4,373,400.00		
	Total Estimated Cost for BASE System	\$7,800,000.00	\$7,800,000.00	\$26,240,400.00	\$7,400,000.00	
	Total for all above items (Including BATA Contract)	\$47,400,000.00	\$46,888,909.00	\$65,329,309.00	\$30,605,838.00	

Requesting Approval @ this time

Memorandum

TO: Toll Bridge Oversight Committee (TBPOC) **DATE:** August 15, 2012

FR: Stephen Maller, Deputy Director, CTC
Andrew Fremier, Deputy Executive Director – Operations, MTC/BATA

RE: Agenda No. - 2b
Item – Program Issues
Bay Bridge East Span Opening

Recommendation:

- 1) **APPROVAL** of proposed schedule and events itinerary for a two-day public celebration of the 2013 East Span Opening;
 - a. Decision on whether daytime Bridge Walks (westbound Saturday, August 31, and eastbound Sunday, September 1) shall be free for participants or subject to a nominal fee to help defray costs;
 - b. Direction on path to approval of West Span pedestrian access during Bridge Walks; and
- 2) **APPROVAL** of request to BATA Oversight Committee to authorize use of Toll Bridge Seismic Retrofit Program funds for transportation, operations and public safety (TOPS) to maximize public participation and security, as well as to complement private fundraising efforts for celebration event programming.

Cost:

The total cost of the proposed two-day public celebration of the East Span Opening is \$22.2 million. Of this total, \$9 million is being requested from Toll Bridge Seismic Retrofit Program funds to cover direct transportation, operations and public safety (TOPS) costs. The TOPS costs include \$7.5 million for direct costs plus a 20% (\$1.5 million) contingency as recommended by the TBPOC in April 2012.

Schedule Impacts:

The proposed public celebration of the Bay Bridge East Span opening opens the Bay Bridge to pedestrian access for two days after the four-day construction closure of bridge, before corridor is opened to regular vehicle traffic. In other words, it extends the planned four-day construction closure of Bay Bridge for two additional days.

Memorandum

Discussion:

Caltrans estimates it will need four days (96 hours) to complete all necessary construction and demolition work. The most critical work will take place at around the Oakland Touchdown area; including paving, striping, and demolition of portions of the existing bridge. (*See Attachment A for OTD construction details.*) Assuming seismic safety opening (SSO) over the 2013 Labor Day weekend, Caltrans under the proposed schedule would close the Bay Bridge to general vehicular traffic in both directions (while maintaining access to/from Treasure Island and Yerba Buena Island) at 8 p.m. on Monday, August 26 and finish work by 8 p.m. on Friday, August 30, thus clearing the Bay Bridge corridor for a public celebration.

Staffs from the TBPOC agencies — working in partnership with the nonprofit Bay Bridge Alliance under the June 2012 MOU — propose a two-day, multi-event celebration that will begin on the morning of Saturday, August 31 and conclude with a fireworks spectacular on Sunday, September 1, allowing ample time for final cleanup of the bridge corridor and to open the bridge to regular vehicle traffic on Monday, September 2 (Labor Day proper). The proposed schedule assumes a Labor Day 2013 SSO of the new East Span; adjustments will need to be made to this schedule if SSO occurs on another date. (*See Attachment B for schedule details.*)

A public celebration of the East Span opening necessarily will be expensive. This is due to the length of the bridge, its high visibility, its general lack of accessibility, and its proximity to millions of residents. In order to provide a safe and well-managed event, and prevent any repeat of the overcrowding associated with the 1987 celebration of the Golden Gate Bridge's 50th Anniversary, staff has developed a proposal that safely accommodates the 1 million people that the Bay Bridge Alliance's event production contractor estimates will want to participate in some or all of the celebration events.

The total cost of this proposal's opening celebration activities is \$22.2 million, of which \$9 million (including a 20 percent contingency) in toll funds will be used to support transportation, operations and public safety (TOPS). This cost includes security, police, fire, EMTs; restrooms, first aid and water stations; barricades, cones and fencing; buses/drivers to event site and bridge shuttle; and traffic management. A combination of private sponsorships and revenue from ticket/food/beverage/ merchandise sales will be expected to cover all other costs. (*See Attachments C and D for cost and event details.*)

There will be sufficient funds in the TBSRP program contingency to cover the \$9 million TOPS costs for the Opening Celebration. Thus no new funding source will be needed. BATA staff will present to the BATA Oversight Committee on September 12, 2012,

Memorandum

pending TBPOC approval, a request for these Bridge Opening funds, as well as other items related to the Bay Bridge corridor including future development of the Gateway Park site, rehabilitation of the toll canopy, and additional funds to complete the West Span Bike/Pedestrian/ Maintenance Pathway.

The Bay Bridge Alliance is contracting with experienced Bay Area sponsorship specialists to spearhead the private fundraising effort. Significant contributions are expected from the major East Span contractors. The final lineup of celebration activities will depend on the success of the private fundraising effort. Certain activities, like the concerts on Treasure Island, the bike and foot races and special nighttime walk of the bridge, have been identified as possible revenue-generating activities that leverage the existing event infrastructure and should help offset event costs.

Given the limited capacity of the bridge walks and anticipated high demand, access onto the bridge will need to be rationed and require pre-registration. Staff has had extensive discussions on the topic of charging public participants for the general day time bridge walks. In general, charging to walk the bridge maybe perceived negatively by the public and media and be an equity barrier to participation. However, given the cost of transportation, charging a \$5 per person participation fee could be used to 1) generate revenue to offset costs; 2) initiate the pre-registration credentialing process; and 3) reduce the number of no-shows among registrants. To meet equity concerns, staff proposes that some percentage of bridge walk credentials could be offered at no cost. Staff is seeking TBPOC input and direction on this issue.

Also unresolved is the Department's final approval on the use of the west spans for the event. As currently envisioned, participants will be able to walk the entire length of the bridge from the toll plaza in Oakland to the west approach in San Francisco. Three lanes on the westbound new East Span and the upper deck of the West Span will be used for pedestrian walks. The remaining two lanes will be for 1) services and 2) emergency vehicles and a bus shuttle. Staff has not been able to determine the Department's requirements for use of the west spans for the event. Staff is seeking TBPOC input and direction on this issue. The Department has also expressed concerns with traffic management during the event and the proposed bi-directional use of the lower deck of the west spans for event and Treasure Island access. Staff is preparing detailed traffic management maps for the Departments review and input.

In addition to work on the opening celebration proposal, staff has been working on an initiative to upgrade the eastern portion of the interurban electric railway bridge yard shop (IERBYS) building for project use during and after the opening celebration. Staff

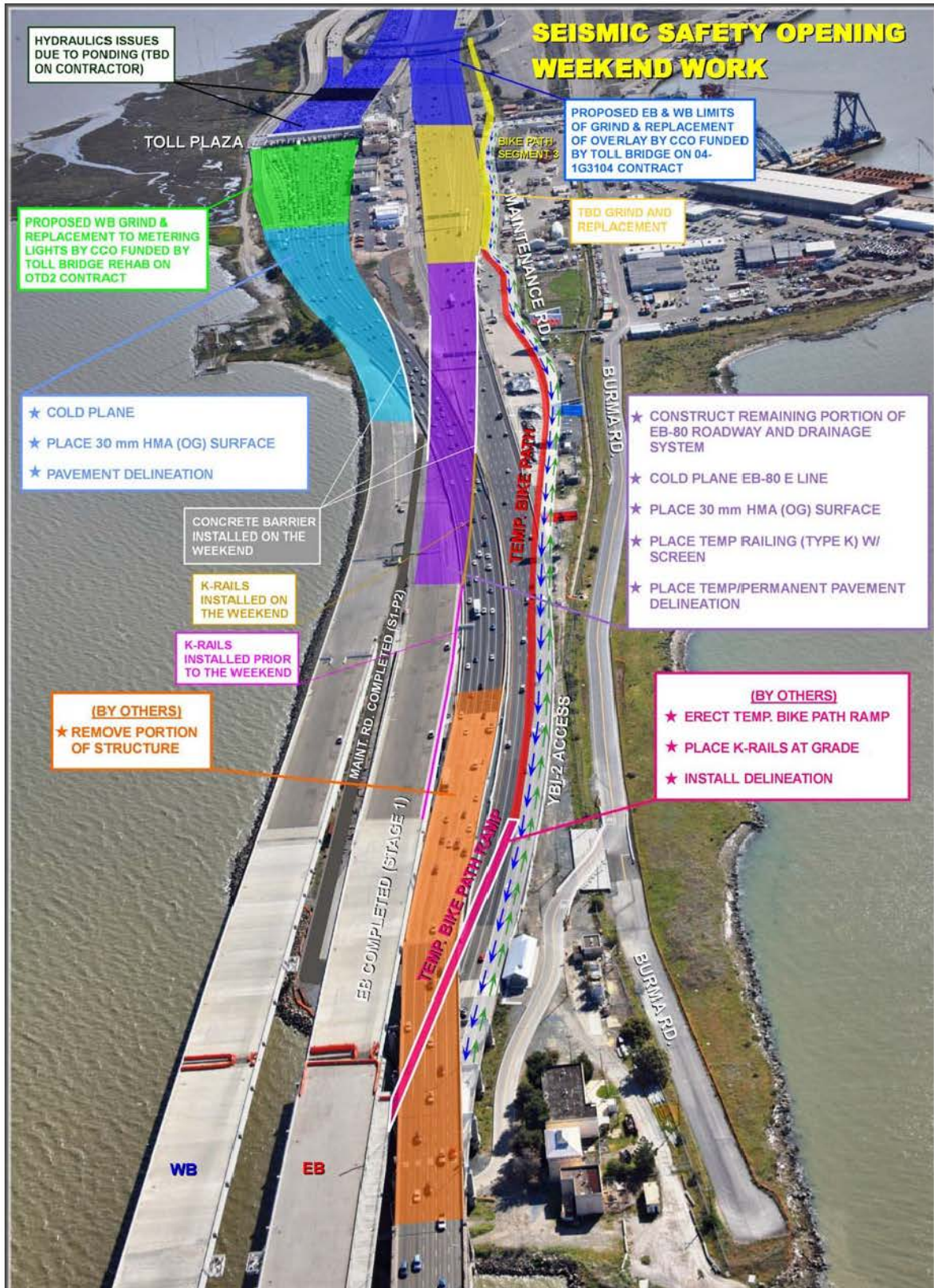
Memorandum

also is forging partnerships with local cultural organizations to contribute to the opening celebration as a regional community celebration. This includes supporting the Oakland Museum of California in their development of a major exhibition focusing on the Bay and its natural and built features (especially its bridges), that will open in August 2013.

Attachment(s):

- A. OTD Opening Construction Activities
- B. Proposed East Span Ceremony Schedule
- C. Overview Table of Celebration Elements, Attendance, and Costs
- D. Detailed Description of Celebration Elements
- E. Event Renderings

Attachment A – OTD Opening Construction Activities



Proposed East Span Opening Ceremony Schedule

Sunday August 25, 2013	Monday August 26, 2013	Tuesday August 27, 2013	Wednesday August 28, 2013	Thursday August 29, 2013	Friday August 30, 2013	Saturday August 31, 2013
		Bridge Closed for Construction				Closed for Opening
September 1, 2013	September 2, 2013	September 3, 2013	September 4, 2013	September 5, 2013	September 6, 2013	September 7, 2013
Opening Ceremony	Labor Day					

Saturday August 31, 2013				
	On Bridge	Live Sites/ Transportation		Other Sites
5:00 AM	Set-Up Bridge	Set-Up Live Sites		
5:30 AM				
6:00 AM				
6:30 AM				
7:00 AM				
7:30 AM				
8:00 AM				
8:30 AM				
9:00 AM				
9:30 AM				
10:00 AM	Opening Ceremony	Bus for Opening Ceremony		
10:30 AM				
11:00 AM	Chain Cutting and 1st Procession	Bus for WB Walk	Air and Sea Show off Embarcadero	
11:30 AM				
12:00 PM	Westbound Bridge Walk			
12:30 PM				
1:00 PM				
1:30 PM				
2:00 PM				
2:30 PM				
3:00 PM				
3:30 PM				
4:00 PM				
4:30 PM				
5:00 PM	Clear Bridge	Off Only Bus	Saturday Island Concert	
5:30 PM				
6:00 PM				
6:30 PM				
7:00 PM	Lighting/Fireworks Set-Up			
7:30 PM				
8:00 PM	Lighting/Fireworks			
8:30 PM				
9:00 PM	Night Walk	Bus to Night Walk		
9:30 PM				
10:00 PM				
10:30 PM				
11:00 PM		Off Only Bus		
11:30 PM				
12:00 AM				
12:30 AM				
1:00 AM	Clear Bridge	Off Only Bus		
1:30 AM				
2:00 AM				
2:30 AM				
3:00 AM				
3:30 AM				
4:00 AM				
4:30 AM				

Sunday September 1, 2013				
	On Bridge	Live Sites/ Transportation		Other Sites
5:00 AM				
5:30 AM		Bus to Run	Live Site Activities	
6:00 AM	Bike the Bridge			
6:30 AM				
7:00 AM	Bridge Run			
7:30 AM				
8:00 AM	Eastbound Bridge Walk	Bus for EB Walk		
8:30 AM				
9:00 AM				
9:30 AM				
10:00 AM				
10:30 AM				
11:00 AM				
11:30 AM				
12:00 PM				
12:30 PM				
1:00 PM				
1:30 PM				
2:00 PM				
2:30 PM				
3:00 PM				
3:30 PM				
4:00 PM				
4:30 PM			Air and Sea Show off Embarcadero	
5:00 PM				
5:30 PM				
6:00 PM				
6:30 PM			Sunday Island Concert	
7:00 PM	Clear Bridge	Off Only Bus		
7:30 PM				
8:00 PM				
8:30 PM	Fireworks Set-up	Clean Up Live Sites		
9:00 PM				
9:30 PM	Fireworks			
10:00 PM	Clean Up Bridge			
10:30 PM				
11:00 PM				
11:30 PM				
12:00 AM				
12:30 AM				
1:00 AM				
1:30 AM				
2:00 AM				
2:30 AM				
3:00 AM				
3:30 AM				
4:00 AM				
4:30 AM				

Monday September 2, 2013			
	On Bridge	Live Sites/ Transportation	Other Sites
5:00 AM	Clean Up Bridge		
5:30 AM			
6:00 AM	CHP/Caltrans Security Sweeps		
6:30 AM			
7:00 AM			
7:30 AM			
8:00 AM	Open Bridge to Traffic		
8:30 AM			
9:00 AM			
9:30 AM			

Memorandum

Attachment C – Overview of Celebration Elements, Expected Attendance and Costs

	Transportation, Operations and Public Safety (TOPS) Costs*	Privately Funded Costs	Estimated Attendees
<u>Opening Ceremony & Procession</u> <i>Sat., 10 a.m.-12 p.m.</i>	\$ 145,000	\$ 600,000	5,000-10,000
<u>Satellite “Live Sites”</u> <i>Sat. and Sun. All Day; one in S.F., one in Oakland</i>	\$ 480,000	\$ 900,000	150,000 over two days
<u>Westbound Bridge Walks</u> <i>Sat., 12 noon to 6:30 p.m.</i>	\$ 3,000,000	\$ 900,000	120,000
<u>Saturday Concert:</u> <i>Sat., 5 p.m. to 9 p.m.</i>		\$ 2,700,000	25,000
<u>Bridge Lighting:</u> <i>Sat., 9 p.m. to 9:15 p.m.</i>			25,000
<u>Night Walk:</u> <i>Sat., 9:30 p.m. to 12:30 a.m.</i>	Included in WB Bridge Walk		54,000
<u>Bike the Bridge:</u> <i>Sun., 6 a.m. to 7 a.m.</i>	\$ 200,000	\$ 150,000	10,000
<u>Bridge Run:</u> <i>Sun., 7 a.m. to 8 a.m.</i>	\$ 175,000	\$ 325,000	20,000
<u>Eastbound Bridge Walks</u> <i>Sun., 8 a.m. to 6:30 p.m.</i>	\$ 2,100,000	\$ 900,000	189,000
<u>Sunday Concert:</u> <i>Sun., 5 p.m. to 9:30 p.m.</i>	\$ -	\$ 600,000	25,000
<u>Fireworks Spectacular:</u> <i>Sat., 9:30 p.m.</i>	\$ 1,250,000	\$ 3,550,000	25,000 at Treasure Island. Up to 1 million regionwide
<u>Air and Sea Show</u> <i>Sat. and Sun. Afternoons;</i>	\$ 150,000	\$ 380,000	100,000 combined at all locations over two days
<u>SUB TOTAL</u>	\$ 7,500,000	\$ 11,005,000	
<u>20% CONTINGENCY</u>	\$ 1,500,000	\$ 2,201,000	
<u>TOTAL</u>	\$ 9,000,000	\$ 13,206,000	
-			
<u>TOTAL COSTS</u>		\$ 22,206,000	

* TOPS costs include security, police, fire, EMTs; restrooms, first aid and water stations; barricades, cones and fencing; buses/drivers to event site and bridge shuttle; and traffic management.

Attachment D – Detailed Description of Celebration Elements

The proposed public celebration includes the following elements in the bridge corridor:

- **Opening Ceremony & Procession** *Sat., 10 a.m.-12 p.m., Toll Plaza/Oakland Touchdown* Emceed by TBPOC Chair with invited speakers including, but are not limited to, the U.S. President; Gov. Brown; Sens. Feinstein and Boxer; Reps. Pelosi and Lee; Mayors of S.F. and Oakland; Caltrans Director Dougherty; and BATA and CTC commissioners. Event also would include a cultural element (e.g. ensemble of S.F. and Oakland-East Bay Symphony members and multi-city children's choir), a traditional chain-cutting (a nod to Gov. Merriam cutting a gold chain to open original Bay Bridge in 1936, and Gov. Schwarzenegger at West Approach opening) to open the bridge to the people of California; and finally, to commemorate Labor Day, a first procession (by foot) across the new East Span by all attendees at the Opening Ceremony. These include workers and their families, veterans of 1936 opening (who would be transported in vintage cars), school children and families who participated in Bay Bridge educational outreach, VIPs and TBPOC agency personnel.

ESTIMATED ATTENDEES/PARTICIPANTS: 5,000-10,000

ESTIMATED TOPS COST: \$145,000

PROJECTED SALES REVENUE: N/A

- **Satellite "Live Sites"** *Sat. and Sun. All Day; one in S.F., one in Oakland*

To maximize public participation in the Opening Celebration beyond those people able to participate in bridge walks, the plan includes activity hubs (Live Sites) outside the immediate Bay Bridge corridor, which may also be used as staging areas for participants in the Bridge Walks. Ideally, each Live Site will have a good view of the Bay Bridge for prime viewing of closing fireworks spectacular. Each Live Site would feature food/beverage/ merchandise sales, live entertainment, and video monitors showing activity taking place on the bridge itself, at the Treasure Island entertainment venue, and at the other Live Site.

ESTIMATED PARTICIPANTS: Highly Variable, but upwards of 150,000 over two days

ESTIMATED TOPS COST: \$480,000

PROJECTED SALES REVENUE: \$500,000

- **Westbound Bridge Walks** *Sat., 12 noon to 6:30 p.m., Oakland Touchdown to S.F.* Across westbound decks of both new East Span and original West Span. To ensure public safety and prevent the overcrowding like at the Golden Gate Bridge's 50th Anniversary in 1987, the Bridge Walk:

1) will be limited to no more than 18,000 to 20,000 participants per hour;

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- 2) will use only three lanes, with the others reserved for relief shuttle bus stops, restrooms, water stations, etc.; and
- 3) will have security staff strategically positioned to prevent crowding in any area by reminding participants to keep walking. These measures are intended to establish a distribution of 16 sq. ft. per person. This compares to an estimated 2.5 sq. ft. per person at the GGB event in 1987.

Access to start location at foot of Oakland Touchdown will be by bus only from select BART stations and designated satellite parking lots. Participants must pre-register and receive credentials, which must be shown to board. Participants return via BART from S.F. or by bus from to satellite parking lots. Staff anticipates 150 private coaches and 325 public transit buses. FTA charter regulations require a waiver for use of public sector buses for a special event of regional significance; private charter buses within the region must be used first before turning to public fleets. Last access at 6:30 p.m. to clear bridge by 8:30 p.m. for Bridge Lighting Ceremony.

ESTIMATED PARTICIPANTS: 120,000

ESTIMATED TOPS COST: \$3.0 million (including \$1.7 million for transportation)

PROJECTED SALES REVENUE: \$0 to \$600,000

- **Saturday Concert:** *Sat., 5 p.m. to 9 p.m., Treasure Island Entertainment Venue*
Capitalizing on best view of SAS and infrastructure cost-sharing with October's Oracle World event. BBA's event production contractor will use private funds to build out the temporary concert venue (including a presentation stage) with a capacity of 25,000 and then lease it to an experienced concert promoter. The concert promoter will then recover its lease expenses through ticket sales. This arrangement would enable BBA to generate revenues from food/beverage/merchandise sales, as well as to attract sponsorship support through private boxes and guest suites. Access for ticketed or credentialed guests could be by foot (or VIP shuttle) from Oakland, and via buses from San Francisco across lower deck of West Span. Attendees must have concert ticket or other credential to board bus.

ESTIMATED PARTICIPANTS: 25,000

ESTIMATED TOPS COST: None

PROJECTED SALES REVENUE: N/A

- **Bridge Lighting:** *Sat., 9 p.m. to 9:15 p.m., Treasure Island Entertainment Venue*
At the end of the Saturday Concert, the lights on new East Span will be turned on for the first time, accompanied by a very small fireworks display (likely one

Memorandum

firing position with white fireworks only to highlight “Bay Bridge White” theme. Bridge lighting will come at end of evening headliner concert at Treasure Island entertainment venue

ESTIMATED PARTICIPANTS: 25,000

ESTIMATED TOPS COST: None

PROJECTED SALES REVENUE: None

- **Night Walk:** *Sat., 9:30 p.m. to 12:30 a.m., Oakland Touchdown to S.F.*
Premium event with \$20 per person participation fee. Last walkers admitted onto span at 12:30 a.m. to allow for passage off the bridge by 2 a.m. This is necessary to set up infrastructure for Sunday activities (esp. Sunday Fireworks Spectacular).
ESTIMATED PARTICIPANTS: 54,000
ESTIMATED TOPS COST: None (included in Westbound Bridge Walks figure)
PROJECTED SALES REVENUE: \$1 million
- **Bike the Bridge:** *Sun., 6 a.m. to 7 a.m., San Francisco to Oakland*
Ticketed, all skills event from S.F. waterfront to Oakland, with routes leading to West Oakland and/or MacArthur BART stations. Proposed ticket pricing not yet determined, but likely to include a family ticket for groups of three or more.
ESTIMATED PARTICIPANTS: 10,000
ESTIMATED TOPS COST: \$200,000
PROJECTED SALES REVENUE: \$200,000
- **Bridge Run:** *Sun., 7 a.m. to 8 a.m., San Francisco to Oakland*
Half-marathon route with anticipated \$60 to \$75 entry fee from San Francisco waterfront to West Oakland or MacArthur BART.
ESTIMATED PARTICIPANTS: 20,000
ESTIMATED TOPS COST: \$175,000
PROJECTED SALES REVENUE: \$1.2 million
- **Eastbound Bridge Walks** *Sun., 8 a.m. to 6:30 p.m., S.F. to Oakland Touchdown*
Across westbound decks of both original West Span and new East Span. To ensure public safety and prevent 1987 Golden Gate Bridge conditions, the same precautions and protocols would be followed as with Saturday’s westbound Bridge Walks. Participants would make their own choices about how to access the start location in San Francisco. But all participants must pre-register and receive credentials, which must be shown to gain access to the bridge. Shuttle buses on the Oakland side will

Memorandum

take participants to West Oakland and/or MacArthur BART stations. Staff anticipates a combination of 150 private coaches and 325 public transit buses. Last access at 6:30 p.m. to clear bridge by 8:30 p.m. for Fireworks Spectacular.

ESTIMATED PARTICIPANTS: 189,000

ESTIMATED TOPS COST: \$2.1 million (includes \$1.7 million for transportation)

PROJECTED SALES REVENUE: \$0 to \$945,000

- **Sunday Concert:** *Sun., 5 p.m. to 9:30 p.m., Treasure Island Entertainment Venue*
Essentially identical to the Saturday concert, though access available only via buses from San Francisco across lower deck of West Span. Attendees must have concert ticket or other credential to board bus.

ESTIMATED PARTICIPANTS: 25,000

ESTIMATED TOPS COST: None

PROJECTED SALES REVENUE: N/A

- **Fireworks Spectacular:** *Sat., 9:30 p.m., Treasure Island Venue and elsewhere*
Another nod to the 1936 opening. The Spectacular will be the final event of the celebration. Plans call for approximately 20 firing positions along the entire Bay Bridge corridor (perhaps including barge-mounted positions and positions on the original 1936 East Span). In addition to Treasure Island entertainment hub, other prime viewing spots include S.F. Embarcadero, Port of Oakland, Emeryville and Berkeley Marinas. At the end of the Spectacular, Treasure Island guests board buses back to San Francisco, and final cleanup of the bridge starts.

ESTIMATED PARTICIPANTS: 25,000 at Treasure Island. Up to 1 million regionwide

ESTIMATED TOPS COST: \$1.25 million

PROJECTED SALES REVENUE: None

- **Air and Sea Show** *Sat. and Sun. Afternoons; San Francisco Bay and shoreline*
The Air & Sea Show echoes key elements of original 1936 Bay Bridge celebration and provides a link between the East Span Opening and the America's Cup final, scheduled to begin Sept. 7. Possible elements of the Air & Sea Show could include:

- 1) America's Cup yacht expo;
- 2) Air show with U.S. Navy Blue Angels and/or U.S. Air Force Thunderbirds;
- 3) parade of U.S. Navy ships;
- 4) local yacht regatta

Memorandum

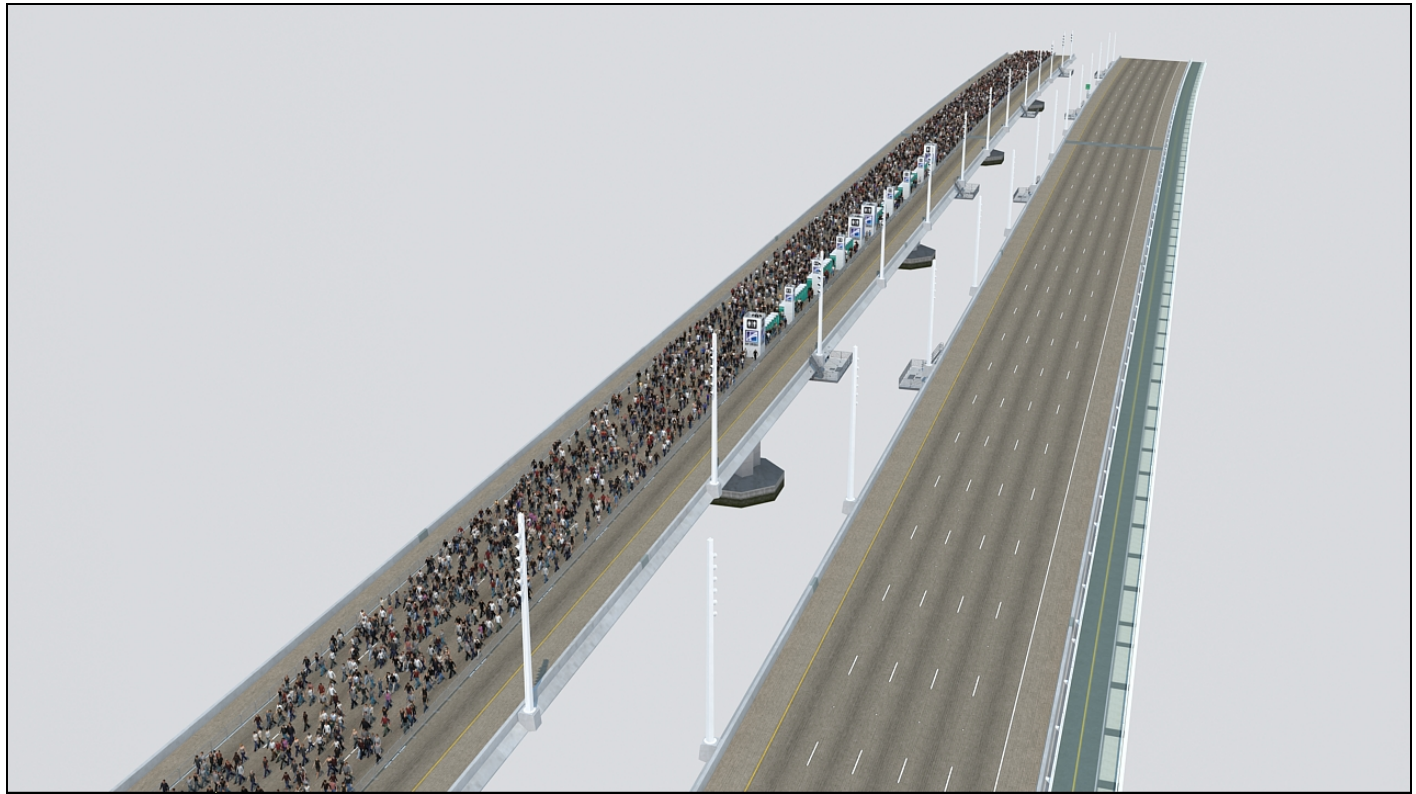
- 5) hot air balloon show;
- 6) hang-gliding contest
- 7) wooden boat race;
- 8) paddle board race;
- 9) kite festival; and
- 10) dragon boat expo;

*ESTIMATED PARTICIPANTS: Highly Variable, but upwards of 100,000
combined at all locations over two days*

ESTIMATED TOPS COST: \$150,000

PROJECTED SALES REVENUE: None

Attachment E – Event Renderings



Memorandum



Memorandum

TO: Toll Bridge Oversight Committee
(TBPOC)

DATE: August 15, 2012

FR: Andrew Fremier, Deputy Executive Director, Operations, MTC/BATA
Stephen Maller, Deputy Executive Director, CTC

RE: Agenda No. – 2c
Item – Program Issues
Toll Bridge Foundation Review Update

Recommendation:

BATA and CTC PMT members recommend continued review and investigation of the New Benicia-Martinez Bridge, SFOBB West Approach, and Richmond Bridge Foundations as warranted.

Cost:

N/A

Schedule Impacts:

N/A

Discussion

In early August 2012, the media has alleged problems with foundation testing performed on the Bay, Richmond-San Rafael, Benicia-Martinez, and Dumbarton bridges reportedly based upon preliminary results of the Department's Gamma-Gamma Data Review Group (GAMDAT). At this time, staff has not received or reviewed the final GAMDAT report and cannot comment on their findings. The GAMDAT group is expected to complete and issue their report by the end of August for peer review by FHWA first and followed by the Toll Bridge Seismic Retrofit Peer Review Panel.

Summary GAMDAT Review Schedule

Description of work	Expected Delivery Date
Gamma Gamma Data Review Group Completes Review	End of August 2012
FHWA Peer Review Completion	End of October 2012
TBSRP Peer Review Completion	End of December 2012

Memorandum

To support further possible review as warranted, staff has engaged BAMC to gather pertinent foundation information from the New Benicia-Martinez Bridge, West Approach, and Richmond-San Rafael Bridge projects.

Finally, in line with past discussions on the topic, staff has revised the list of questions for the Department and the Toll Bridge Seismic Peer Review Panel.

Questions for Caltrans and Seismic Peer Review Panel

For Caltrans

1. Please confirm on what bridges under TBPOC jurisdiction did technician Duane Wiles work.
2. What work did he perform? Provide a description of the testing performed by Wiles, including its purpose, need, and procedures for testing and approval.
3. Is there any evidence that testing was falsified or improperly conducted?
4. Please discuss the potential impact of any falsification or improperly conducted testing. What remedial testing, research, or other investigation or physical reconstruction is needed, if any?
5. Please discuss any additional QC/QA or other redundant and/or complementary inspection data available that provides more in-depth analysis and/or clarity to any findings.
6. Are there any other testing technicians (foundations, materials, etc.) who worked on bridges under TBPOC jurisdiction and who have been dismissed or disciplined for falsified or improperly conducted test results?
7. Please discuss any management and organizational reviews, actions, and changes in the Foundation Testing Branch or in general undertaken by Caltrans in light of the issues identified.
8. Please provide all report, data and audits related to the Wiles testing allegations, including but not limited to any reports by the Department of Transportation Office

Memorandum

of Inspector General, Federal Highway Administration, Caltrans Internal Audits, Caltrans Foundation Testing Branch, and the Bureau of State Audits.

For the Toll Bridge Seismic Peer Review Panel

1. Please respond to reported question on foundation design, structural capacity and seismic safety, specifically to redundancy in design, rebar congestion, testing requirements (e.g. gamma-test pipe clearance and spacing), and use of gamma testing version cross-hole sonic log testing.
2. Please review the design of foundations tested by Duane Wiles and identify, if any, concerns on the testing of those foundations.
3. Please review all material provided by Caltrans related to Wiles testing allegations, including: Caltrans QA/QC test results; Contractor QC test results; audits by various agencies, including but not limited to the Department of Transportation Office of Inspector General, Federal Highway Administration, and the Bureau of State Audits; and any additional testing information research or study data available that provides more in-depth analysis and/or clarity to the testing allegations.
4. Is there any evidence that it was falsified or improperly conducted?
5. Please discuss the potential impact of any falsification or improperly conducted testing. What remedial testing, research, or other investigation or physical reconstruction is needed, if any?
6. Please recommend any appropriate changes to Caltrans and TBPOC procedures to ensure that falsification/improper conduct of test results is prevented, detected and reported promptly.

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 15, 2012

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 3a
Progress Reports
Item- Risk Management Briefing Second Quarter 2012

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The Toll Bridge Program Risk Management Team will present an overview of the 2nd Quarter 2012 risk management results. Attached is a copy of "Risk Management Briefing Second Quarter 2012" for reference and discussion.

Attachment(s):

Risk Management Briefing Second Quarter 2012



Risk Management Briefing Second Quarter 2012



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

**Toll Bridge Program Oversight Committee Meeting
August 21, 2012**

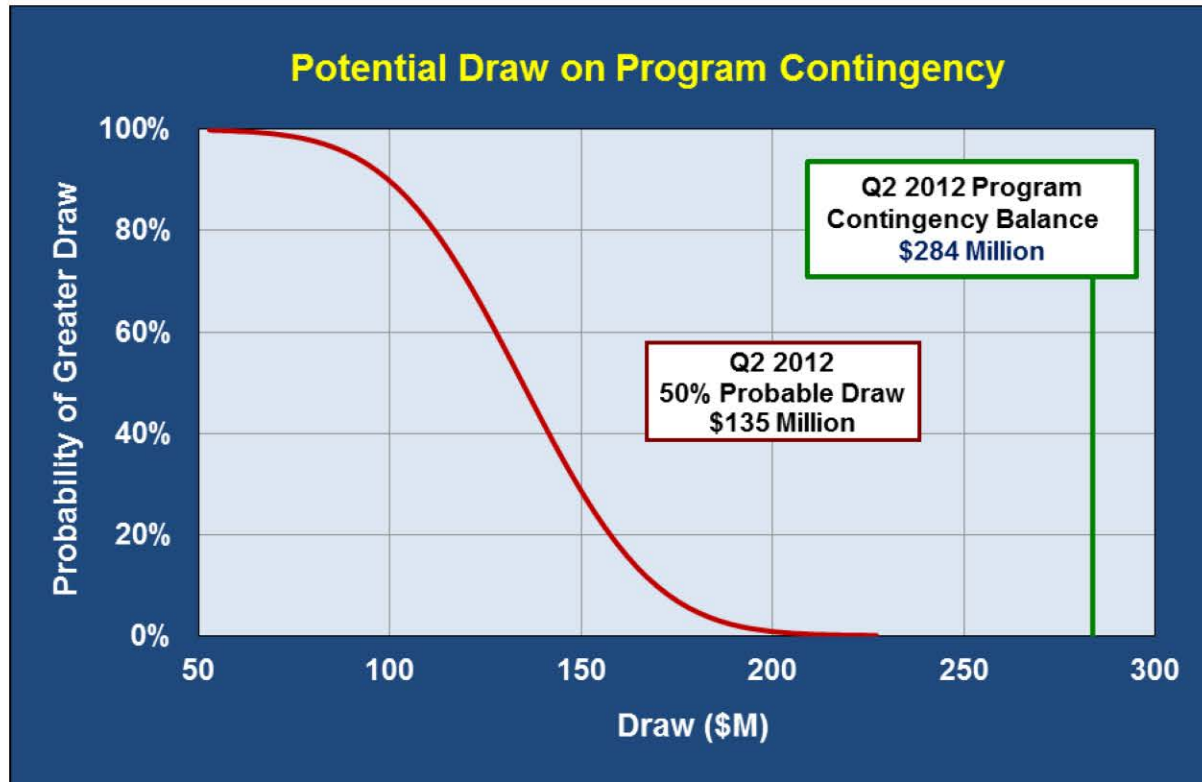
Outline

Q2 2012 Risk Management Results
Adequacy of Reserves

Look Ahead to Q3 2012

Summary of Q2 2012 Cost Risk Results

Adequacy of Reserves



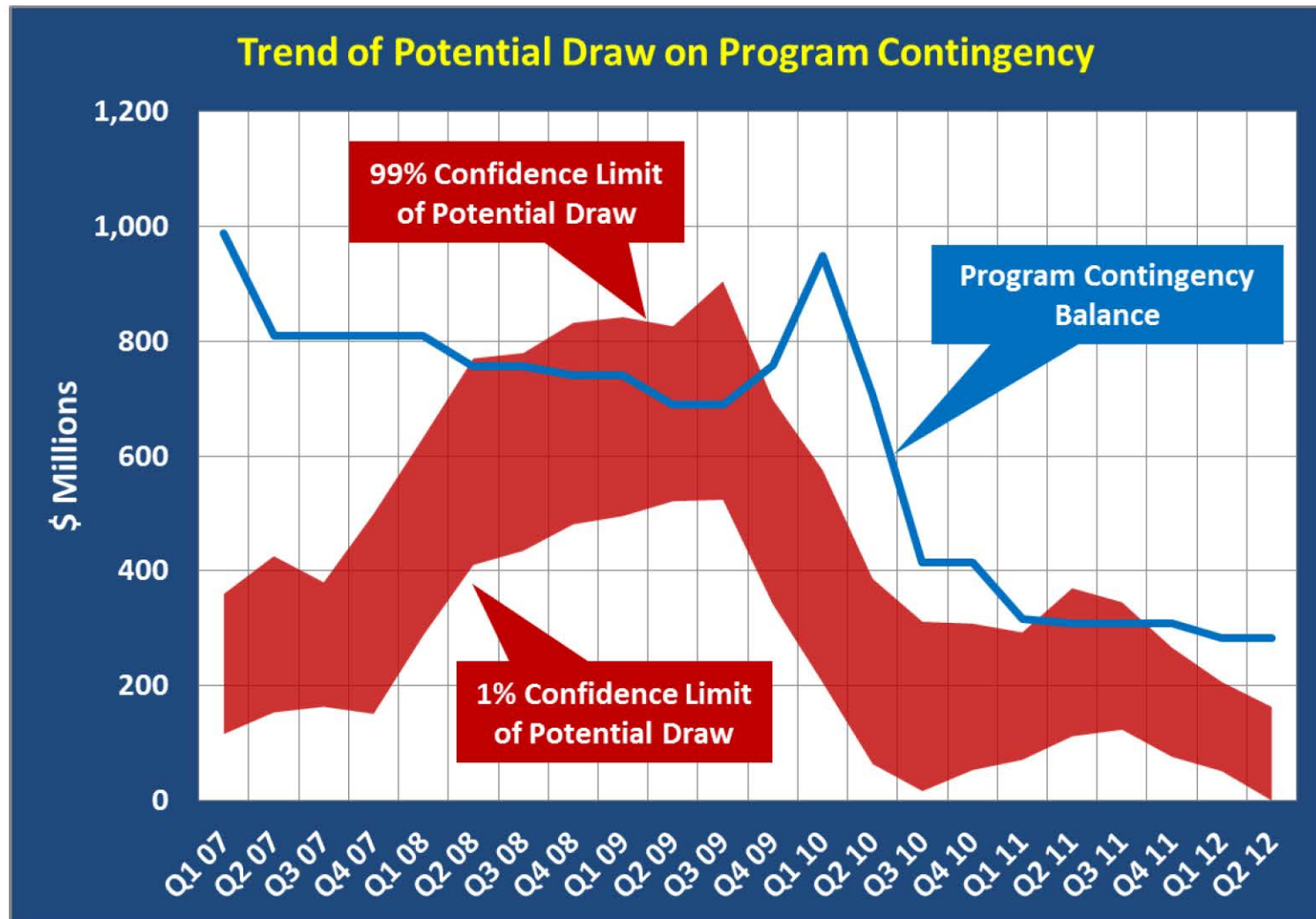
Notes:

- 1) *Proposed architectural enhancements and project improvements are excluded unless approved by the TBPOC.*
- 2) *Program Contingency may be used for other beneficial purposes that to cover risk. Therefore, the potential draw chart may not necessarily represent a forecast of the future balance of Program Contingency funds.*

Summary of Q2 2012 Risk Results

- 1. Remaining Program Contingency is sufficient to cover the cost of currently identified risks with a high degree of confidence. The 50% probable remaining Program Contingency is \$149 million.**
- 2. The Potential Draw on Program Contingency ranges from about \$50 million to \$225 million. The current TBPOC approved Program Contingency balance is \$284 million.**
- 3. The 50% probable remaining Program Contingency has increased by about \$20 million this quarter.**
- 4. The schedule risk results did not change significantly.**
- 5. Cost risks and CCOs associated with coordination between the SAS and YBITS1 contractors (e.g., Hinge K) are included in the Potential Draw Curve. However, to the extent that further corridor acceleration may be desired, such cost risks will need to be reassessed.**
- 6. Corridor enhancements earlier approved by the TBPOC (e.g., OTD Detour, YBITS1 acceleration, "elevator to the top," "pigtail" removal, etc.) are included in the Potential Draw Curve -- refer to the Risk Management Report, Section 12, "Watch List," Table 1.**
- 7. Additional enhancements (e.g., painting the bridge soffit "wings") are currently being considered by the TBPOC and, if approved, will be reflected in the future quarters' Potential Draw Curve -- refer to the Risk Management Report, Section 12, "Watch List," Table 2.**

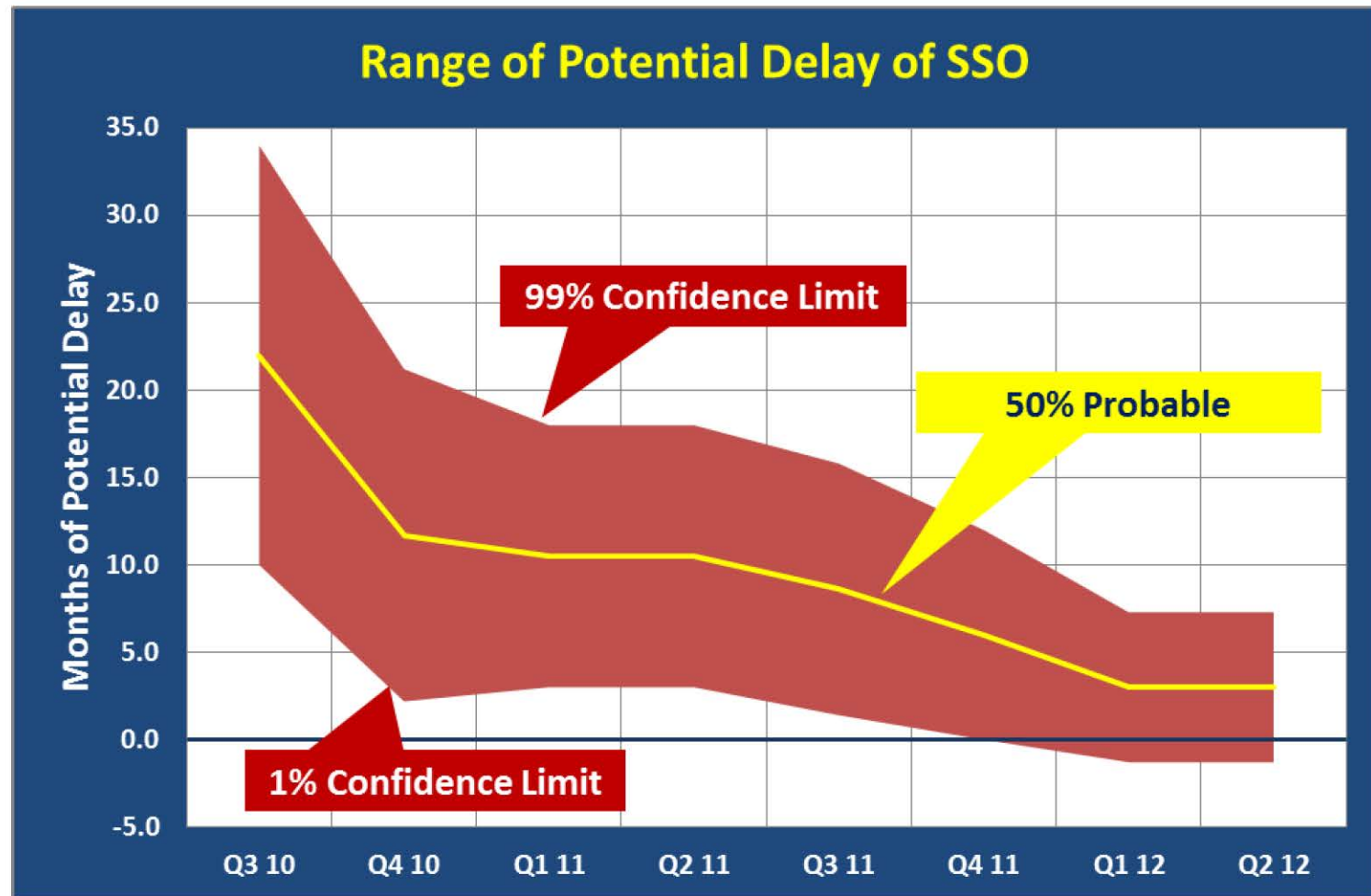
Program Contingency Trend



Q2 2012 SSO Corridor Schedule Risk Results



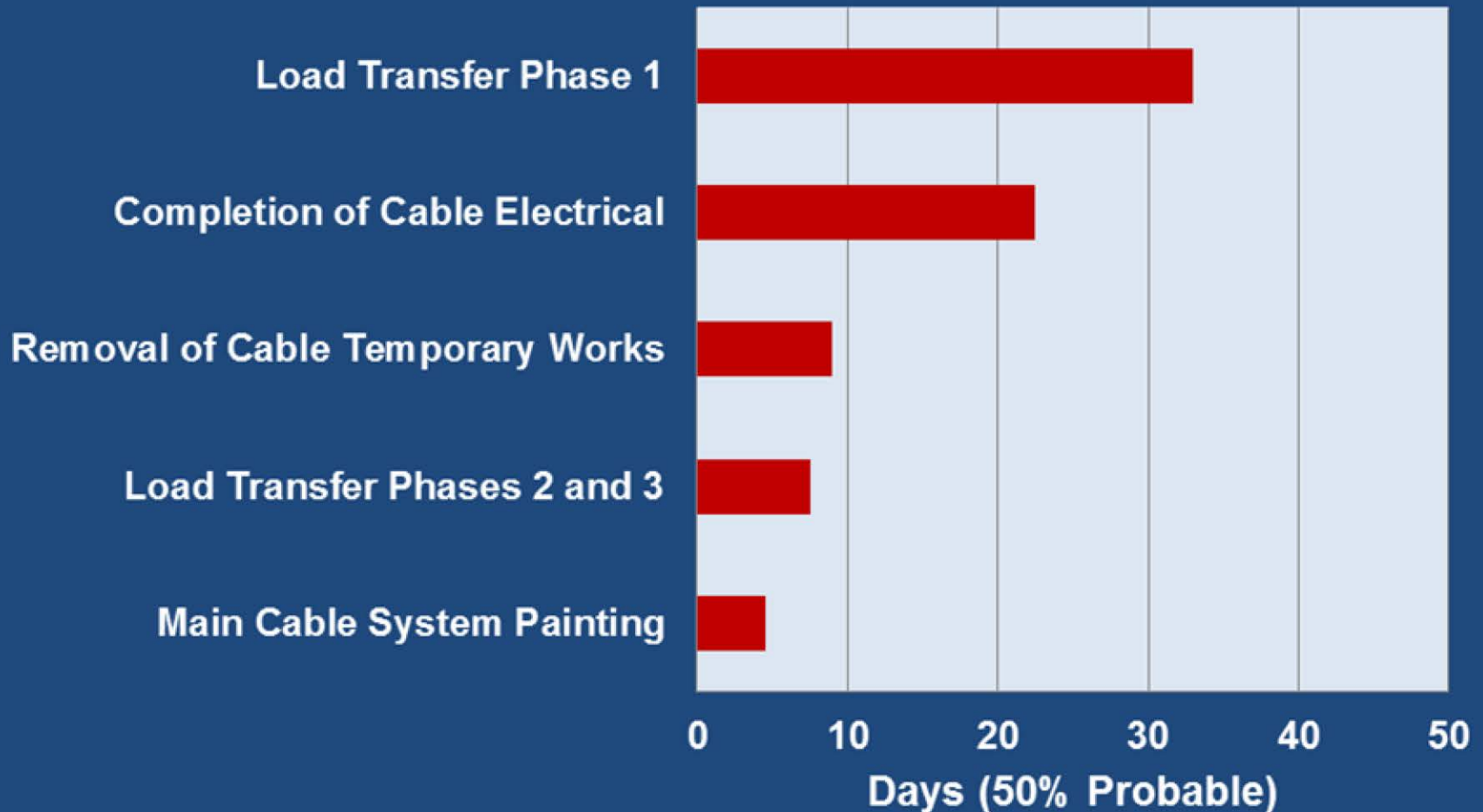
Corridor SSO Schedule Risk Trend



Look Ahead to Q3 2012

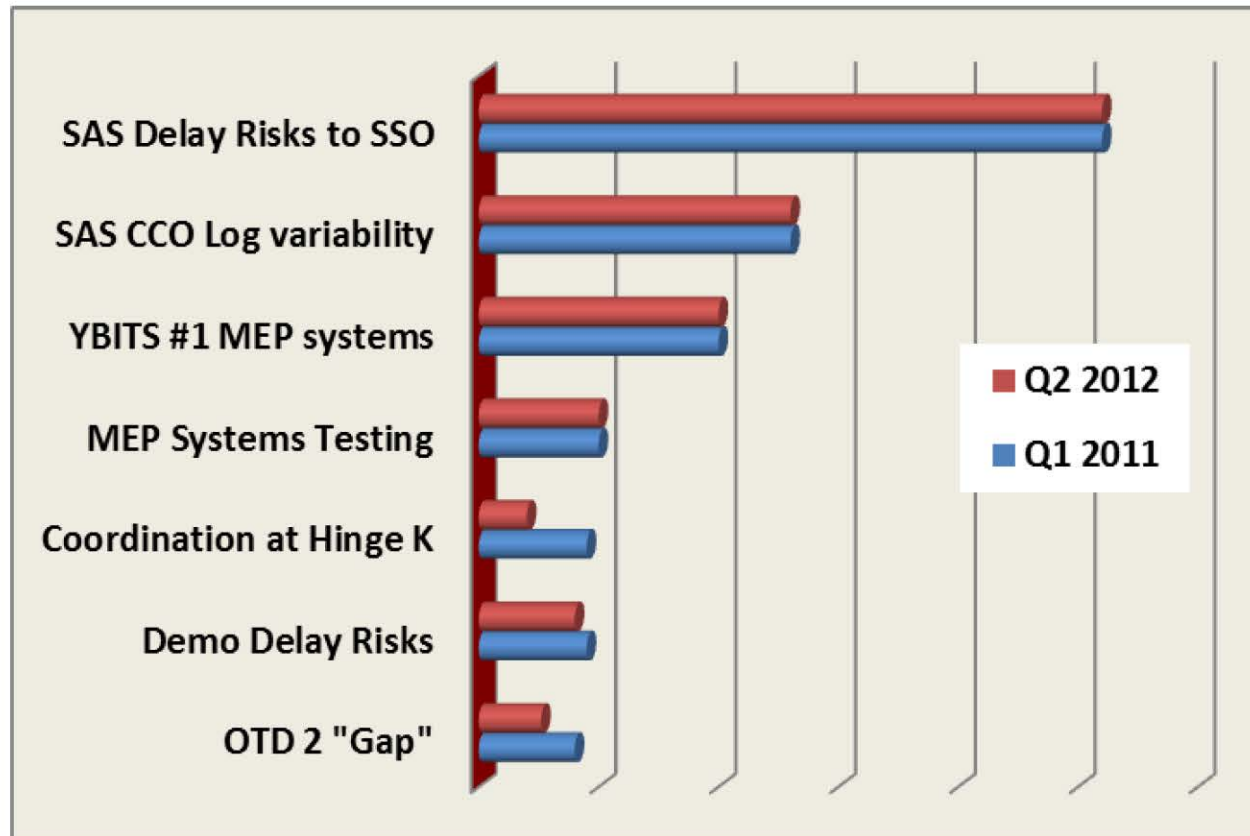
Top Corridor SSO Schedule Risks

Contribution to Potential Delay of SSO



Look Ahead to Q3 2012

Top Cost Risks



Corridor Cost Uncertainty

Questions?



Project Risk Management

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 15, 2012

FR: Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

RE: Agenda No. - 4a1
Consent Calendar
Item- TBPOC Meeting Minutes
July 10, 2012 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the July 10, 2012 Conference Call Minutes.

Attachment(s):
July 10, 2012 Conference Call Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

July 10 2012, 10:00 AM – 10:30 AM

Attendees: TBPOC Members: Steve Heminger (Chair), Bimla Rhinehart and Malcolm Dougherty
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Michele DiFrancia, Mike Forner, Ted Hall, Rick Land, Beatriz Lacson, Peter Lee, Brian Maroney, Dan McElhinney, Bart Ney, Dina Noel, Jon Tapping, Ken Terpstra, and Jason Weinstein

Convened: 10:03 AM

Items		Action
1.	CHAIR'S REPORT <ul style="list-style-type: none">The Chair was out on the bridge last week, and noted that all suspender cables are up. B. Rhinehart is planning to tour the site in the next few weeks. Load transfer is scheduled to occur in August.	
2.	CONSENT CALENDAR <ul style="list-style-type: none">a. TBPOC Meeting Minutes<ul style="list-style-type: none">1) June 6, 2012 Meeting Minutesb. Contract Change Orders (CCOs)<ul style="list-style-type: none">1) Yerba Buena Island Transition Structures (YBITS) No. 1 CCO 115-S0 (Eastbound Pre-Stressing Delay Mitigation), \$1,090,0902) YBITS No. 1 CCO 141 (Skyway and Oakland Touchdown No. 1 Security Enhancements), \$1,300,0003) YBITS No. 1 CCO 905 (Design and Install SCADA Remote Monitoring & Control System), \$1,512,098Item 2b3 was pulled from the Consent Calendar for discussion related to the latest technology for supervisory control and data acquisition (SCADA).	<ul style="list-style-type: none">The TBPOC APPROVED the Consent Calendar minus Item 2b3.The TBPOC APPROVED CCO 905, as presented.

(Continued)

Items	Action
<p>3. PROGRESS REPORTS</p> <p>a. Project Progress and Financial Update June 2012</p> <ul style="list-style-type: none"> • P. Lee noted that the PMT approved the June 2012 monthly report under a TBPOC-delegated authority, and requested TBPOC confirmation of this approval. 	<ul style="list-style-type: none"> • The TBPOC confirmed APPROVAL of the Project Progress and Financial Update June 2012 by the PMT under a delegated TBPOC authority.
<p>4. PROGRAM ISSUES</p> <p>a. Communications Protocol</p> <ul style="list-style-type: none"> • A. Fremier reported that this issue came up, per S. Heminger's request, as related to the recent press articles on foundation inspections. The question was whether the info posted on baybridgeinfo.org was a TBPOC or Department item. If it was presumably the latter since it was on baybridgeinfo.org, then there should have been better discussion and coordination beforehand with all three partner agencies. <p>b. Toll Bridge Foundation Review</p> <ul style="list-style-type: none"> • M. Dougherty reported that testing continues on the foundations. FHWA will enter into a contract for an external review. This review should take 6-8 weeks. When asked by the Chair, M. Dougherty responded that the FHWA review group should be able to share their data/ findings with the TBSRP peer review panel. • Discussion included the following items: <ul style="list-style-type: none"> ○ Getting the three agencies on the same page and authoring the TBPOC memo jointly. ○ Providing a schedule for final report (i.e., by the end of the calendar year 2012). ○ Questions being posed to the peer review panel – using the original questions. 	<ul style="list-style-type: none"> • The TBPOC requested staff to better coordinate via the Communications Partnership Team in future public information items of this nature. • The TBPOC APPROVED the following items: <ol style="list-style-type: none"> 1) establish a completion deadline of December 2012 for all foundation inspection reviews and report(s); 2) meet with the TBSRP Peer Review Panel at the TBPOC August 21 meeting (or an alternate date, as needed); 3) receive an updated memo on the Foundation Inspections, including FHWA data and completion schedule, by the PMT at the TBPOC August 21 meeting.

(Continued)

Items	Action
<ul style="list-style-type: none">• As a follow-up to the TBPOC recent meeting with B. Kelly, a legislative briefing has been scheduled for August 2, 2012.c. Bridge Opening Update<ul style="list-style-type: none">• S. Maller requested an update on the recent TBPOC meeting with B. Kelly regarding the scale of the bridge opening event.○ The Chair reported feedback from B. Kelly was that the event should make a splash but not be too big.○ M. Dougherty clarified that the TBPOC will maintain control of the bridge opening ceremony, and all TBPOC members agreed.	<ul style="list-style-type: none">• The TBPOC requested that the PMT develop an agenda for the August 2 legislative briefing and share with the TBPOC at their earliest convenience.• The TBPOC requested that the PMT develop and present a bridge opening event proposal at the TBPOC August 21 meeting.
<p>5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</p> <p>a. YBITS2 Addendum No. 4 Request</p> <ul style="list-style-type: none">• T. Anziano summarized the contents of Addendum No. 4, and requested TBPOC approval of the addendum. He also noted that there should be one or two additional addenda presented for TBPOC approval.	<ul style="list-style-type: none">• The TBPOC APPROVED YBITS2 Addendum No. 4, as presented.
<p>6. OTHER BUSINESS</p> <ul style="list-style-type: none">• The next TBPOC meeting is on August 21, 2012, 1:00pm – 3:00pm, in Oakland.• The meeting was adjourned in memory of Jon Tapping’s mother, Patricia Violet Tapping.	

Adjourned: 10:59 AM

(Continued)

TBPOC CONFERENCE CALL MINUTES

July 10 2012, 10:00am – 10:30am

APPROVED BY:

STEVE HEMINGER, TBPOC Chair
Executive Director, Bay Area Toll Authority

Date

BIMLA G. RHINEHART, TBPOC Vice-Chair
Executive Director, California Transportation Commission

Date

MALCOLM DOUGHERTY
Director, California Department of Transportation

Date

Memorandum

TO: Toll Bridge Oversight Committee (TBPOC) **DATE:** August 15, 2012

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 4b1

Item - Consent Calendar – Contract Change Orders (CCOs)
Yerba Buena Island Transition Structures (YBITS) No. 1
CCO 100-S2, Seismic Joints at KE and KW – Revised
Fabrication Tolerances

Recommendation:
APPROVAL

Cost:
\$51,243.00

Schedule Impacts:
N/A

Discussion:

CCO 100-S2 in the amount of \$51,243.00 will provide for a specification revision to the fabrication tolerances at the faying surfaces of Seismic Deck Joints KE and KW. In order to mitigate fit-up conflicts during installation, thicker and or longer material used at the faying surfaces will be machined down as necessary for conformity as called out in the contract plans.

The total estimated cost for seismic joints KE and KW work was \$2,267,613.00, as requested under CCO 100-S0 and CCO 100-S1, and approved by the TBPOC at their September 8, 2011 meeting. The total amount paid for CCOs 100-S0 and S1 is \$1,780,472.00. Adding this request of \$51,243.00 for CCO 100-S2 brings the total expenditures to \$1,831,715.00 still below the approved \$2,267,613.00.

CCO No. 100-S0 for \$1,767,613.00 covered the costs of joints KE and KW. CCO No. 100-S1, for a not to exceed amount of \$500,000.00, paid for earlier joint fabrication changes. CCO 100-S1 was executed for \$12,859.00 and presented to the TBPOC at their January 5, 2012 meeting.

Memorandum

Risk Management:

The current amount of CCOs 100 - S0, S1, and S2 total \$1,831,715.00, which is less than the \$2,267,613.00 originally approved on September 8, 2011. This change order falls within the budgeted amount provided for this work, and thus no risk management consideration is required.

Attachment(s):

1. Draft YBITS CCO 100-S2
2. Draft YBITS CCO 100-S2 Memo
3. YBITS CCO 100-S1
4. YBITS CCO 100-S0

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 100	Suppl. No. 2	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Lump Sum:

1) Add specification, Section 10-1.62a, "Seismic Joint (Hinge K), Sheet Nos. 2 to 11 of 11 to the Special Provisions of this Contract. The specification for non-skid coating, included in these specifications, shall also apply to CCO No. 7 S1 and CCO No. 107 S1.

2) Machine faying surfaces between the deck plates and support plates, and the deck plates and channel assemblies, for seismic joints at Hinges KE and KW for mill-to-bear contact.

3) The installation of the non-skid surface coating for Hinges KE and KW will be performed by others.

For this work, the Contractor shall receive and accept the Agreed Lump Sum of \$51,243.00. This sum constitutes full and complete compensation for providing all labor, material, equipment, tools and incidentals, including all markups and expedited performance by the reason of this change.

Adjustment of Compensation @ Agreed Lump Sum = \$51,243.00

Estimated Cost: Increase ☒ Decrease ☐ \$51,243.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer William Howe, Senior R.E.	Date
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Approval Recommended by

Signature	Region Construction Division Chief Tony Anziano	Date
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Engineer Approval by

Signature	Region Construction Division Chief Tony Anziano	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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CONTRACT CHANGE ORDER MEMORANDUM

DATE: 4/30/2012 Page 1 of 1

TO: Deanna Vilcheck, ACM /		FILE: E.A. 04 - 0120S4	
FROM: William Howe, Senior R.E.		CO-RTE-PM SF-80-12.7/13.2	
CCO#: 100		SUPPLEMENT#: 2	FED. NO. NO FED AID
Category Code: CHPT		CONTINGENCY BALANCE (incl. this change) \$57,404,480.40	
COST: \$51,243.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Seismic Joints KE, KW Fab.Red.Tolerances		PROJECT DESCRIPTION: YBITS-1 (Yerba Buena Island Transition Structures)	
Original Contract Time: 1390 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 0 Day(s)	Percentage Time Adjusted: (including this change) 0 %
			Total # of Unreconciled Deferred Time CCO(s): (including this change) 9

THIS CHANGE ORDER PROVIDES FOR:

Changes to fabrication for seismic joints at Hinges KE and KW.

Contract Change Order No. 100 changed the design of the seismic joints at Hinges KE and KW. The attached specification, Section 10.1.62a, "Seismic Joint (Hinge K)", of the Contract Special Provisions, pertains to the fabrication requirement for these joints.

The Engineer changed the tolerance of the faying surfaces of these joints to mill-to-bear. This change shall mitigate fit-up conflicts during installation. Thicker and/or longer material shall be used at the faying surfaces and then machine down to dimensions called out in the Contract Plans.

Non-skid coating for seismic joint Hinges KE and KW shown in CCO No. 100 is deleted from these joints. Refer to added specification for non-skid surface in Section 10-1.62a of the Special Provisions, to be performed by others.

Payment for this work will be an Adjustment in Compensation at Agreed Lump Sum of \$51,243.00, which can be financed from the Contract's contingency fund. A detailed cost analysis is on file.

Maintenance concurrence will be obtained for this change.

CONCURRED BY:			ESTIMATE OF COST	
Construction Engineer: William Howe	Date		THIS REQUEST	TOTAL TO DATE
Bridge Engineer: Mehran Ardakanian	Date		ITEMS	\$0.00 (\$500,000.00)
Project Engineer: Bob Zandipour, Design	Date		FORCE ACCOUNT	\$0.00 \$0.00
Project Manager: Ken Terpstra	Date		AGREED PRICE	\$0.00 \$2,280,472.00
FHWA Rep.:	Date		ADJUSTMENT	\$51,243.00 \$51,243.00
Environmental:	Date		TOTAL	\$51,243.00 \$1,831,715.00
Other (specify): Lina Ellis, Str. Maintenance	Date		FEDERAL PARTICIPATION	
Other (specify):	Date		<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
District Prior Approval By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
HQ (Issue Approve) By:	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
Resident Engineer's Signature:	Date		FEDERAL FUNDING SOURCE PERCENT	

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 100	Suppl. No. 1	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Provide compensation to the Contractor for all additional costs associated with furnishing the steel barrier plates at the Hinge K Closure due to the modifications to the barrier incorporated under the original Change Order No. 100.

For these costs, the Contractor shall be compensated an Agreed Lump Sum of \$12,859.00, which constitutes full and final compensation, including all markups, for all additional costs incurred in furnishing the steel barrier plates.

Compensation provided under this change order includes all costs deferred under the original Change Order No. 100 pertaining to Contract Bid Item No. 149, CONCRETE BARRIER (TYPE 732 MODIFIED), and Contract Bid Item No. 194, MODIFIED CONCRETE BARRIER TYPE 732 (MOD). There shall be no contract item quantity adjustment to these contract bid items.

Estimated cost of Extra Work at Lump Sum\$12,859.00

Estimated Cost: Increase ☒ Decrease ☐ \$12,859.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature <i>William Howe</i>	Resident Engineer William Howe, Senior R.E.	Date 12-23-11
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Approval Recommended by

Signature <i>Michael Forner</i> FOR	Area Construction Manager Deanna-Vilcheck- MIKE FORNER	Date 12-27-11
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Engineer Approval by

Signature <i>Deanna Vilcheck</i>	Area Construction Manager Deanna-Vilcheck- MIKE FORNER	Date 1/12/12
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature <i>Edmund A. Fleck</i>	(Print name and title) Edmund A. Fleck - Treasurer	Date 1-9-2012
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CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 100	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Incorporate the revisions to the Hinge K closure details and the Hinge KE and KW expansion joint details of the Yerba Buena Island Transition Structure (Br. No. 34-0006 L/R) into the Contract as shown on Sheets No. 3 through 15 of this change order (Contract Plan Sheets 679R1, 680R1, 681R1, 697R2, 698R2, 699R2, 700R2, 701R2, 702R2, 703R2, 704R2, 705R2 and 705AS).

Estimate of Decrease in Contract Item at Contract Price:

Item No. 106: SEISMIC JOINT (HINGE KW)				
-1 LS	(-100.00%)	@250,000.00	/LS	= -\$250,000.00 (-100.00%)
Item No. 109: SEISMIC JOINT (HINGE KE)				
-1 LS	(-100.00%)	@250,000.00	/LS	= -\$250,000.00 (-100.00%)

Total cost for Decrease in Contract Item.....(\$500,000.00)

In accordance with Section 4-1.03B(3), "Eliminated Items," of the Standard Specifications, the adjustment due to the elimination of Item No.106 " Seismic Joint (Hinge KW)" and Item No. 109 "Seismic Joint(Hinge KE)" is zero.

Extra Work at Lump Sum:

Provide compensation to the Contractor for all costs associated with furnishing the Hinge KE and KW expansion joints as specified under this change order.

For these costs, the Contractor shall be compensated an agreed lump sum of \$2,267,613.00 which constitutes full and final compensation, including all markups, for furnishing the expansion joints as modified by this change order.

Compensation provided under this change order includes all costs associated with the fabrication of the Hinge KE and KW expansion joints including the deck plates, support plates, Trelleborg Transflex 2400 (including support bars and all connection hardware), channel assemblies and neoprene sheets and pads including all appurtenances associated with these items except as excluded herein. Compensation also includes the transportation of the joints to the project site.

Any costs pertaining to the installation and jobsite storage of the expansion joints shall be deferred and shall be provided under a supplemental change order.

The cost of furnishing the elastomeric concrete, galvanized steel gutters and anchor bolts, polyethylene foam or glazed open cell backer rod, silicone seal, fast setting hydraulic cement concrete and self consolidating concrete shall be deferred and shall be provided under a supplemental change order.

Any adjustment of compensation concerning changes to the Hinge K closure reinforcing steel and mechanical couplers shall be deferred and shall be provided under a supplemental change order.

Any adjustment of compensation or contract item quantity adjustment concerning Contract Bid Item #149 (CONCRETE BARRIER (TYPE 732 MODIFIED) and #194 (MODIFY CONCRETE BARRIER TYPE 732 (MOD)) shall be deferred and shall be provided under supplemental change order.

Cost of Extra Work at Lump Sum\$2,267,613.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 100	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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Estimated Cost: Increase ☒ Decrease ☐ \$1,767,613.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by
 Signature *William Howe* Resident Engineer William Howe, Senior R.E. Date 9/14/11

Approval Recommended by
 Signature *Mike Forner* Construction Manager Mike Forner Date 9-15-11

Engineer Approval by
 Signature *Mike Forner* Construction Manager Mike Forner Date 10/11/11

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by
 Signature *James A. Carter* (Print name and title) JAMES A. CARTER, PRESIDENT Date 10/4/11

09-16-2011

10/14/11

Memorandum

TO: Toll Bridge Oversight Committee (TBPOC) **DATE:** August 15, 2012

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 4b2

Item - Consent Calendar – Contract Change Orders (CCOs)
Yerba Buena Island Transition Structures (YBITS) No. 1
CCO 107-S1, Seismic Deck Joints at Abutments 23L and 23R
Fabrication Changes and Revised Tolerances and Templates

Recommendation:

APPROVAL

Cost:

Not to exceed \$250,000.00

Schedule Impacts:

N/A

Discussion:

CCO 107-S1 **in the not-to-exceed amount of \$250,000.00** will provide for a specification revision to the fabrication of Seismic Deck Joints at Abutments E23L and E23R. Changes include revisions in tolerances at the faying surfaces, to mitigate fit-up conflicts during installation; a change in the lateral dimension of several plates, and added requirement of providing templates to reassure proper fit up with the existing embedded bolts.

CCO 107-S0 at a cost of \$966,782.00 provided for the fabrication of these joints. CCO 107-S1 for \$250,000.00 would bring the total cost of CCO 107 to \$1,216,782.00.

Risk Management:

The cost of joint fabrication was moved to the contract change order log in Q3 2011, and the associated risk was reduced to carry potential added installation costs by MCM only. The total for CCOs 107- S0, and S1 of \$1,216,782,000.00 brings the total cost of all joint fabrication CCOs to \$8,166,000.00. This amount is well within the \$10,000,000.00 original budget, therefore, no risk management consideration is required.

Memorandum

Attachment(s):

1. Draft YBITS CCO 107-S1
2. Draft YBITS CCO 107-S1 Memo
3. YBITS CCO 107-S0

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 107	Suppl. No. 1	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Lump Sum:

Provide the following fabrication changes for seismic joints at Abutments 23L and 23R:

- 1) Machine faying surfaces between the deck plates and support plates, deck plates and channel assemblies, and abutting ends of the channel assemblies for mill-to-bear contact.
- 2) Substitute the V-groove pattern of the riding surface profile with the traction-rib pattern on the deck plates. Extend the surface profile to the edges of the deck plates and cover plates.
- 3) Provide a non-skid surface coating on top of the riding surface. Refer to the added specification for non-skid surface in Section 10-1.62a of the Special Provisions, included in Contract Change Order No. 100 S2.

For this work, the Contractor shall receive and accept the Agreed Lump Sum of Not To Exceed \$250,000.00. This sum constitutes full and complete compensation for providing all labor, material, equipment, tools and incidentals, including all markups and expedited performance by the reason of this change.

Adjustment of Compensation at Agreed Lump Sum = \$250,000.00 (NTE)

Estimated Cost: Increase ☒ Decrease ☐ \$250,000.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer William Howe, Senior R.E.	Date
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Approval Recommended by

Signature	Region Construction Division Chief Tony Anziano	Date
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Engineer Approval by

Signature	Region Construction Division Chief Tony Anziano	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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CONTRACT CHANGE ORDER MEMORANDUM

DATE: 4/30/2012 Page 1 of 1

TO: Deanna Vilcheck, ACM /		FILE: E.A. 04 - 0120S4	
FROM: William Howe, Senior R.E.		CO-RTE-PM SF-80-12.7/13.2	
CCO#: 107		SUPPLEMENT#: 1	
Category Code: CHPT		CONTINGENCY BALANCE (incl. this change) \$57,154,480.40	
COST: \$250,000.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Seismic Joints Fab.Rev.Abut.E23L & E23R		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
PROJECT DESCRIPTION: YBITS-1 (Yerba Buena Island Transition Structures)			
Original Contract Time: 1390 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 0 Day(s)	Percentage Time Adjusted: (including this change) 0 %
			Total # of Unreconciled Deferred Time CCO(s): (including this change) 9

THIS CHANGE ORDER PROVIDES FOR:

Changes to fabrication for seismic joints at Abutments 23L and 23R.

The Engineer changed the tolerance of the faying surfaces of these joints to mill-to-bear. This change shall mitigate fit-up conflicts during installation. Thicker and/or longer material shall be used at the faying surfaces and then machine down to dimensions called out in the Contract Plans. The Contract Plans show that the riding surface of the deck plates have a traction-rib pattern for most of its surface and a V-groove pattern present on one edge. The V-groove pattern is being substituted with the traction-rib pattern. This change simplifies and expedites fabrication.

The Engineer has added a non-skid coating on top of the riding surface for safety. Refer to the added specification for non-skid surface in Section 10-1.62a of the Special Provisions, per CCO 100 S2.

Payment for this work will be an Adjustment in Compensation at Agreed Lump Sum of \$250,000.00 (NTE), which can be financed from the Contract's contingency fund. A detailed cost analysis is on file.

Maintenance concurrence will be obtained for this change.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	William Howe	Date	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Mehran Ardakanian	Date	ITEMS	\$0.00	\$0.00
Project Engineer:	Bob Zandipour, Design	Date	FORCE ACCOUNT	\$0.00	\$100,000.00
Project Manager:	Ken Terpstra	Date	AGREED PRICE	\$0.00	\$866,782.00
FHWA Rep.:		Date	ADJUSTMENT	\$250,000.00	\$250,000.00
Environmental:		Date	TOTAL	\$250,000.00	\$1,216,782.00
Other (specify):		Date	FEDERAL PARTICIPATION		
Other (specify):		Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:		Date	FEDERAL FUNDING SOURCE PERCENT _____ _____		

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 107	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Furnish seismic joints for Abutment 23L and Abutment 23R for the San Francisco-Oakland Seismic Safety Project Yerba Buena Island Transition Structures Bridge Nos. 34-0006 L/R as shown on Sheets No. 3 through 9 of this change order, and in accordance with the requirements prescribed in Specification Section 10-1.33, "Modular Joint Seal Assemblies," issued with Contract Change Order No. 76 Supplement No. 1, and install the seismic joint at Abutment 23L.

The revised contract plan sheets reflecting this change are 790GS, 790HS, 790IS, 790JS, 790KS, 790LS, and 790MS of 806.

Extra Work at Force Account:

As authorized by the Engineer and in accordance with Section 4-1.03D "Extra Work" and Section 9-1.03 "Force Account Payment" of the Standard Specifications and Section 5-1.17 "Force Account Payment" of the Special Provisions, furnish all labor, equipment, and materials required to install the seismic joint at Abutment 23L. This includes the cost of furnishing all backer and silicon seal material, coating touch-up due to handling, shipping, and installation, third party inspection, bar reinforcing steel couplers, and self consolidating concrete.

Estimated cost of Extra Work at Force Account\$100,000.00

Extra Work at Lump Sum:

Provide compensation to the Contractor for all costs associated with furnishing the seismic joints for Abutment 23L and Abutment 23R as specified under this change order.

For this work, the Contractor shall be compensated an agreed lump sum of \$866,782.00, which constitutes full and final compensation, including all markups, for all additional costs incurred in furnishing the seismic joints as defined by this change order.

Compensation provided under this change order includes all costs associated with the fabrication of the seismic joints for Abutments 23L and 23R including all appurtenances associated with these items. Compensation also includes all costs associated with the transportation of the seismic joints to the project site.

Extra Work at Lump Sum\$866,782.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 107	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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Estimated Cost: Increase ☒ Decrease ☐ \$966,782.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature <i>William Howe</i>	Resident Engineer William Howe, Senior R.E.	Date 12-28-11
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Approval Recommended by

Signature <i>Mike Form</i> FOR	Area Construction Manager Deanna Vitcheck	Date 12-28-11
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Engineer Approval by

Signature <i>Deanna Vitcheck</i>	Area Construction Manager Deanna Vitcheck	Date 1/12/12
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature <i>Edmund A. Puchner</i>	(Print name and title) Edmund A. Puchner Treasurer	Date 1-9-2012
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Memorandum

TO: Toll Bridge Oversight Committee (TBPOC) **DATE:** August 15, 2012

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 4b3

Item - Consent Calendar – Contract Change Orders (CCOs)
Yerba Buena Island Transition Structures (YBITS) No. 1
CCO 529-S2 Oakland Detour Westbound Substructure and
Superstructure

Recommendation:
APPROVAL

Cost:
\$235,683.00

Schedule Impacts:
N/A

Discussion:

CCO 529-S2 in the amount of \$235,683.00 will provide for the completion of the construction items of the westbound bridge substructure and superstructure of the Oakland Detour. The work includes revisions to the installation of bar reinforcing steel for the bridge substructure and superstructure, revisions to the joint seals and concrete barrier, and other work as required for completing the bridge structure. CCO 529-S0 provided for the construction of the westbound substructure and CCO 529-S1 provided for the construction of the superstructure items for the Oakland Detour, this supplement completes several items that were revised during the construction of the structure.

CCO No. 529-S0 was originally approved by the TBPOC at the June 2, 2011 meeting at a not-to-exceed cost of \$8,000,000.00 for all work associated with constructing the westbound structure for the Oakland Detour. As the work proceeded, the scope of this original CCO was split into multiple CCOs which have been brought for approval over the succeeding months. A request for an additional amount not to exceed \$1,900,000.00 for CCO 557-S0 Demolition was approved by the TBPOC at the February 1, 2012 meeting. The current scope of the approved amounts has now been split into multiple CCOs, as outlined in the table below:

Memorandum

Item Description	Approved Budget June 2, 2011 and Feb 1, 2012	Current Estimate August 1, 2012	Finalized CCO Amount
CCO 529-S0, WB Substructure	\$8,000,000	\$2,968,027	\$2,968,027
CCO 540-S0, WB Erect Structural Steel	\$ 0	\$1,769,910	\$1,769,910
CCO 539-S0, WB Furnish Structural Steel Structural Steel	\$ 0	\$ 500,000	\$ 500,000
CCO 539-S1, WB Structural Steel Modifications (Plan Sheets)	\$ 0	\$ 0	\$ 0
CCO 539-S2, WB Furnish Structural Steel – Additional Funds	\$ 0	\$ 800,000	\$ 800,000
CCO 538-S0, WB Bridge Demolition Plan	\$ 0	\$ 50,000	\$ 50,000
CCO 529-S1, WB Superstructure	\$ 0	\$1,687,328	\$1,687,328
CCO 557-S0, WB Bridge Demolition—Barrier rails	\$1,900,000	\$ 49,473	\$ 49,473
CCO 557-S1, WB Bridge Demolition—Deck, supports, footings	\$ 0	\$ 394,714	\$ 394,714
CCO 529-S2 Completion of WB Structures (This CCO)	\$ 0	\$ 235,683	\$ 235,683
Estimated Total	\$9,900,000	\$8,455,135	\$8,455,135

The total estimated final cost for all westbound structure work, including demolition, is \$8,455,135.00. This amount is \$1,444,865.00 below the not-to-exceed amount of \$9,900,000.00 approved by the TBPOC on June 2, 2011, and February 1, 2012, respectively.

Risk Management:

An allowance for added costs to construct the westbound structures is carried by risk #1220, ranging from \$250,000.00 to \$1,000,000.00. The total estimated cost of the work falls between the \$8.25 million and \$9.00 million allotted amount.

Attachment(s):

1. Draft YBITS CCO 529-S2
2. Draft YBITS CCO 529-S2 Memo
3. YBITS CCO 529-S1
4. YBITS CCO 529-S0

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 529 Suppl. No. 2 Contract No. 04 - 0120S4 Road SF-80-12 7/13 2

FED. AID LOC.: NO FED AID

To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract

NOTE: This change order is not effective until approved by the Engineer.

Description of work to be done, estimate of quantities and prices to be paid (Segregate between additional work at contract price, agreed price and force account) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate

Extra Work at Lump Sum:

Make the following revisions to the construction of contract Change Order No. 529 Supplement No. 1 for the Oakland Touchdown Detour Westbound Structure Bridge Substructure and Superstructure, in accordance with the attached drawings (Sheets 3 through 23 of this change order):

Furnish all labor, equipment, and material necessary for the following items.

1. Perform work in accordance with revised contract plan sheets 77R2 and 79R1 of 210, which includes bar reinforcing steel modifications for the hinge at Bent E31
2. Perform work in accordance with revised contract plan sheets 169R1, 170R1, 171R1, 172R1, 173R1, 174R1, 175R1, 176R1, 177R1, 178R1, and 179R1 of 210, which includes bar reinforcing steel modifications for the bridge deck from Bent E29 to Bent E33. In addition, work for the transverse steel includes burning holes through existing girder, adding couplers, field bending and adjustments to avoid interferences. In lieu of lap splice to the exiting transverse deck steel at the closure as shown, splice an additional #4 bar utilizing a bar lock coupler at every existing truss bar location between E29 and E33. In performing this work, all coupler testing requirements are waived, including but not limited to prequalification of the splice and splice operators, QA/QC sampling of the splice and field splice test samples, and certificate of compliance from the manufacturer
3. Perform work to add 2 each access openings in Wall "A": one between Bent E30 to E31, and one between Bent E32 and E33, per attached revised contract plan sheets 41R2 and 44R2 (sheets 16 & 17 of this change order). These added openings will not have an access door. Perform work to add a vertical construction joint in Wall "A" at Bent E30 or at Bent E32, per attached revised contract plan sheets 67R1 and 87R2 (sheets 18 & 19 of this change order). Eliminate installation of all doors for access openings in Wall "A" and Wall "D" (openings to be constructed as shown, but without doors).
4. Perform work to construct scuppers for drainage at the barrier rails, per attached plan sheet 23 of this change order. At Bent E30, install Type B drain per Standard Plan Detail B7-8.
5. Perform work to expedite construction of Type A and Type B Deck Joint Seals.
6. Revise barrier rail transition between Bent E29 and E30, per attached plan sheets 20 to 22 of this change order
7. For the temporary shoring provided under CCOs 529, 529s1, and 524: provide additional rental payment for the portion of the H piles that could not be readily and safely removed before the opening of the detour structure constructed under CCO 529 and 529s1. This additional rental payment anticipates that the contractor will remove these shoring piles at a later date upon the opening of the new East Span, approximately September 10, 2013, when the detour structure is no longer required.
- 8) Place rock under wall D Near Bent 30 as directed
9. Compensate the Contractor for additional overtime work and standby crew by Reinforcing Subcontractor Harris Salinas as directed to complete work in a timely fashion
10. Compensate the Contractor for lodging costs incurred to bring crew in from out of the area to complete work in a

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 529 Suppl. No. 2 Contract No. 04- 0120S4 Road SF-80-12.7/13.2

FED. AID LOC.: NO FED AID

timely fashion, as directed.

11. Compensate the Contractor for additional foreman, supervisory and field engineering costs incurred to complete work in a timely fashion, as directed.

For performing this work in accordance with the revised contract plans, the Contractor shall be paid an agreed lump sum of \$235,683.00. This agreed lump sum price includes all labor, equipment and material as required. The agreed price constitutes full payment, including all markups, for this change.

The agreed price does not include lane closures or traffic control, which will be paid under a separate change order. The agreed price does not include providing or installing Barrier Rail (Type K), or supports for light posts, which will be paid for under separate change orders.

By reason of this order the time of completion will be adjusted as follows. Zero Days

Estimated Cost: Increase ☒ Decrease \$235,683.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer	Date
	William Howe Senior R E	

Approval Recommended by

Signature	Principal T.E.	Date
	Mike Forner	

Engineer Approval by

Signature	Principal T.E.	Date
	Mike Forner	

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 7/2/2012 Page 1 of 1

TO: Deanna Vilcheck, ACM /

FILE: E.A. 04 - 0120S4

FROM: William Howe, Senior R E

CO-RTE-PM SF-80-12 7/13 2

FED. NO. NO FED AID

CCO# **529** SUPPLEMENT#: **2** Category Code: **BZZZ** CONTINGENCY BALANCE (incl. this change) **\$58,016,747.40**COST **\$235,683.00** INCREASE ☒ DECREASE HEADQUARTERS APPROVAL REQUIRED? ☒ YES NOSUPPLEMENTAL FUNDS PROVIDED: **\$0.00** IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☒ YES NO**CCO DESCRIPTION:**

OTDD- WB Bridge Sub and Super Structures

PROJECT DESCRIPTION:

YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time	Time Adj. This Change	Previously Approved CCO Time Adjustments	Percentage Time Adjusted (including this change)	Total # of Unreconciled Deferred Time CCO(s) (including this change)
1390 Day(s)	0 Day(s)	0 Day(s)	0 %	0

THIS CHANGE ORDER PROVIDES FOR:

This change order provides compensation to the contractor for costs to construct the Oakland Touchdown Detour Westbound Bridge Substructure and Superstructure. Work elements include the placement of concrete, bar reinforcing steel, and other work as required to complete the bridge structure.

This contract calls for the construction of the Yerba Buena Island Transition structures of the east span of the new San Francisco Oakland Bay Bridge (SFOBB). In a memo dated October 3, 2010, the Deputy Toll Bridge Program Manager recommended to the Toll Bridge Program Oversight Committee (TBPOC) that the Temporary OTD Eastbound Detour be done under Contract Change Orders (CCO's). This recommendation was approved by the TBPOC in their October 7, 2010 meeting. Subsequently, a Contract Change Order Implementation Strategy for \$51.5 Million was prepared and approved by the TBPOC in their February 3, 2011 meeting. Consistent with the Implementation Strategy, CCO No. 529 was specifically approved for a not-to-exceed amount of \$8.0 Million by the TBPOC in their June 2, 2011 meeting.

Compensation for the work associated with constructing the superstructure for the westbound Oakland Touchdown Detour structure shall be paid at agreed lump sum. This change order provides funding for an agreed lump sum of \$235,683.00. This will be funded from the project's contingency fund. A detailed cost analysis is on file.

This change was requested by Mike Whiteside, Branch Chief, Office of Toll Bridge design, on January 19, 2012.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer	William Howe	Date	ITEMS	THIS REQUEST	TOTAL TO DATE
Bridge Engineer	Gary Lai	Date	FORCE ACCOUNT	\$0.00	\$0.00
Project Engineer	Charles Ho	Date	AGREED PRICE	\$235,683.00	\$4,891,038.00
Project Manager	Ken Terpstra	Date	ADJUSTMENT	\$0.00	\$0.00
FHWA Rep		Date	TOTAL	\$235,683.00	\$4,891,038.00
Environmental:		Date	FEDERAL PARTICIPATION		
Other (specify)	Lina Ellis, Str. Maintenance	Date	PARTICIPATING	PARTICIPATING IN PART	<input checked="" type="checkbox"/> NONE
Other (specify)		Date	NON PARTICIPATING (MAINTENANCE) NON-PARTICIPATING		
District Prior Approval By		Date	FEDERAL SEGREGATION (if more than one Funding Source or P I P type)		
HQ (Issue/Approve) By	Larry Salhaney	Date	CCO FUNDED PER CONTRACT CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature		Date	FEDERAL FUNDING SOURCE PERCENT		

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 529	Suppl. No. 1	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Construct the Oakland Touchdown Detour Westbound Structure Bridge Superstructure in accordance with the attached drawings (Sheets 3 through 34 of this change order) and contract drawings issued with Contract Change Order No.s 539-S0 and 539-S1 for the San Francisco-Oakland East Span Seismic Safety Project Oakland Touchdown Detour, Bridge No. 33-25:

The contract plan sheets reflecting this change are: 123 through 141, 166, 167, and 169 through 179 of 210.

Extra Work at Unit Price:

1 Structural Concrete, Bridge	1 LS @\$1,102,470 = \$1,102,470
2 Structural Concrete, Approach Slab	1 LS @\$37,940 = \$37,940
3 Bar Reinforcing Steel (Bridge)	1 LS @\$467,832 = \$467,832
4 Drill and Bond Dowel	1 LS @\$16,650 = \$16,650
5 Joint Seal (Type MR 15MM and Type MR 30MM)	1 LS @\$10,066 = \$10,066
6 Concrete Barrier (Type 736)	1 LS @\$ 52,370 = \$52,370

Estimated cost of Extra Work at Agreed Unit Price\$1,687,328.00

All costs associated with furnish, erecting, adjusting, and removing all falsework required to perform the work associated with this change order is included in the agreed price and no separate payment shall be made.

Work associated with the demolition of the existing westbound bridge superstructure and substructure is not included in this change order. All demolition work associated with the westbound bridge structure including pedestal, curbs, and railing removals as shown on Contract Plan Sheet Nos. 139, 140, and 141 of 210 shall be included in separate change orders.

The agreed unit prices do not include lane closures or traffic control, which will be paid under a separate change order.

The agreed prices do not include providing or installing Barrier Rail (Type K), or supports for light posts, which will be paid for under separate change orders.

The agreed price for Structural Concrete, Approach Slab includes geocomposite drains, plastic pipe, filter fabric, TPB, and all associated work as shown on Contract Plan Sheet Nos. 137 and 138 of 210.

The agreed prices include all labor, equipment and material as required. The agreed prices constitute full payment, including all markups, for this change.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 529	Suppl. No. 1	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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WLS 01/13/2012 Estimated Cost: Increase ☒ Decrease ☐ \$1,687,328.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature <i>Olanna Velasco</i>	Resident Engineer <i>for</i> William Howe, Senior R.E.	Date 1/13/12
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Approval Recommended by

Signature <i>Mike Fomer</i>	Construction Manager Mike Fomer	Date 1-13-12
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Engineer Approval by

Signature <i>Michael Fomer</i>	Construction Manager Mike Fomer	Date 2-8-12
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature <i>Edmundo A. Rich</i>	(Print name and title) Edmundo A. Rich - Treasurer	Date 2-7-12
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CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 529	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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To: M C M CONSTRUCTION INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Construct the Oakland Touchdown Detour Westbound Structure—Substructure Support Walls and Strap Beams in accordance with the attached drawings (Sheets 3 through 84 of this change order) for the San Francisco-Oakland East Span Seismic Safety Project Oakland Touchdown Detour, Bridge No. 33-25:

The contract plan sheets reflecting this change are 41R1, 42, 43, 44R1, 45, 46R1, 47, 48, 49R1, 50R1, 51R1, 52 through 58, 59R1, 60, 61, 62R1, 63 through 70, 71R1, 72 through 76, 77R1, 78R1, 79, 80R1, 81R1, 82, 83R1, 84R1, 85, 86, 87R1, 88, 89R1, 90, 91R1, 92R1, 93R1, 94R1, 95 through 105, 106R1, 107 through 120, and 121R1 of 210, and Sketch 01 dated September 22, 2011 (Total of 82 plan sheets).

Extra Work at Unit Price:

1 Structure Earthwork (Including Shoring)	1 LS @\$293,128	=\$293,128
2 Prestressing Cast-In-Place Concrete	1 LS @\$37,142	=\$37,142
3 Structural Concrete, Bridge	1 LS @\$1,685,716	=\$1,685,716
4 Bar Reinforcing Steel (Bridge)	1 LS @\$855,455	=\$855,455
5 Drill and Bond Dowel	1 LS @\$15,065	=\$15,065
6 Miscellaneous Metal (Includes bearing pads and shear keys and installation of the portion of the load transfer support plates and anchor rods embedded in the structure)	1 LS @\$81,521	=\$81,521

The structural concrete price is based on constructing the portion of Wall A from Bent E33 to Bent E39 after the traffic is switched and the curtain walls are removed in order to facilitate access to this work. The work associated with the removal of curtain walls will be covered under a separate change order.

The work associated with the fabrication of miscellaneous metal load transfer support plates and anchor rods is covered under a separate change order.

The agreed unit prices do not include lane closures or traffic control, which will be paid under a separate change order.

The agreed price excludes relocating, removing or installation of barrier rails (Type K or other), which will be paid for under a separate change order.

The price excludes the cost of any Storm Water Pollution Prevention Plan (SWPPP) measures, such as SWPPP amendments and reports, and appropriate Best Management Practices (BMPs), which will be paid for under a separate change order.

The agreed price does not include furnishing backfill materials (sand or slurry cement). Also, the price does not include the disposal of excess excavation soils and dewatering, which are covered under separate change orders.

The agreed price includes the installation and removal of shoring as required and shoring material costs provided the work requiring shoring is completed, and shoring is no longer required and is removed from the site by February 1, 2012. If shoring is still required to remain in place beyond February 1, 2012, the additional rental costs for the shoring will be paid on a force account basis under a separate change order or supplement to this change order.

The agreed prices include all labor, equipment and material as required. The agreed prices constitute full payment, including all markups, for this change.

Estimated cost of Extra Work at Agreed Unit Price\$2,968,027.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 529	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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01-09-2012

Estimated Cost: Increase ☒ Decrease ☐ \$2,968,027.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature <i>William Howe</i>	Resident Engineer William Howe, Senior R.E.	Date 01-09-12
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Approval Recommended by

Signature <i>Mike Fomer</i>	Construction Manager Mike Fomer	Date 1-9-12
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Engineer Approval by

Signature <i>Mike Fomer</i>	Construction Manager Mike Fomer	Date 2-8-12
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature <i>Edmundoff</i>	(Print name and title) Edmundoff, Treasurer	Date 2-7-2012
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TO: Toll Bridge Program Oversight Committee **DATE:** August 15, 2012
(TBPOC)

FR: Tony Anziano – Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a
San Francisco-Oakland Bay Bridge Updates
Item- Corridor Update / Schedule

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

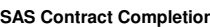
A verbal corridor update will be provided at the TBPOC meeting on August 21, 2012.

Attached are summary schedules for reference and further discussion at the meeting.

Attachment(s):

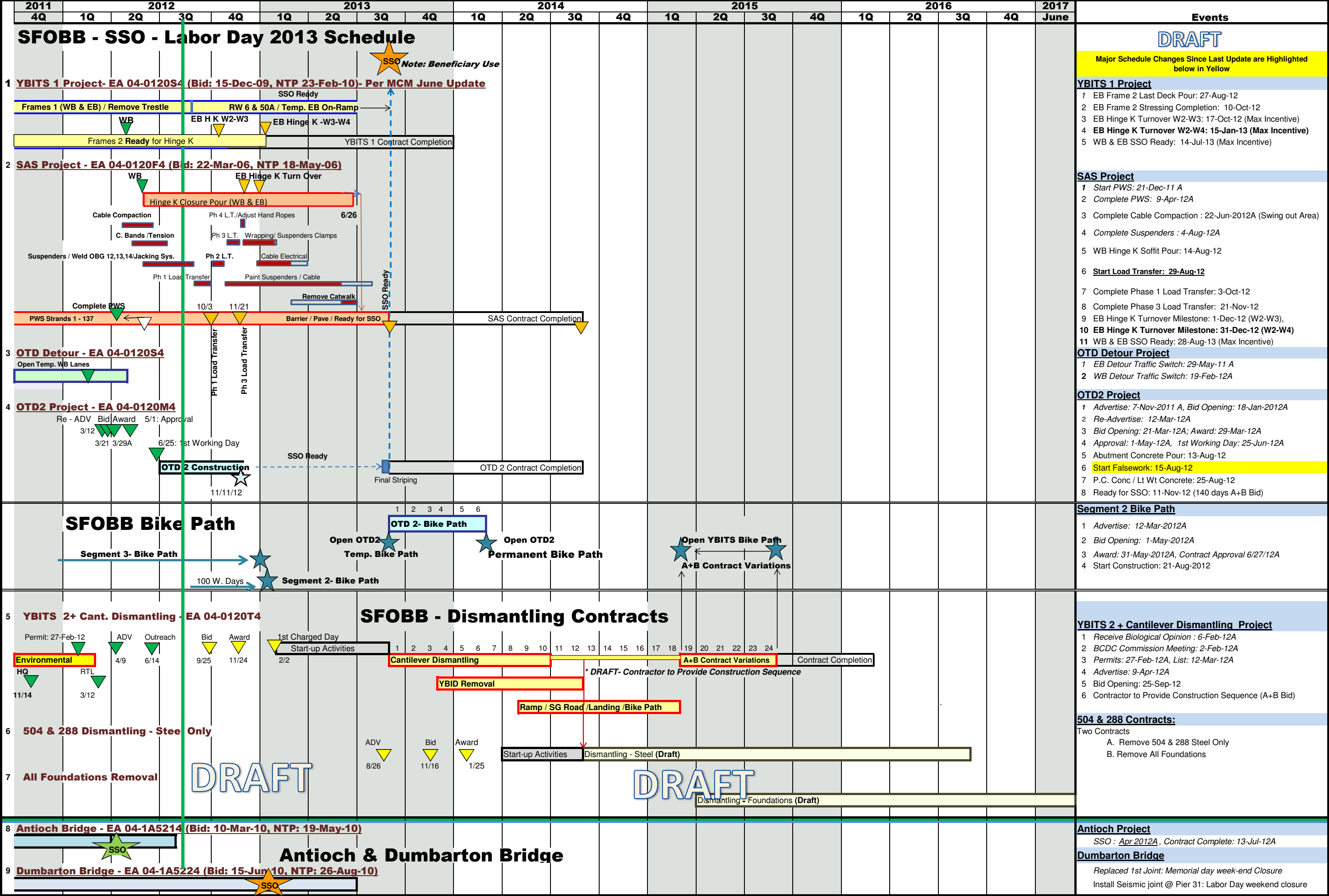
1. SAS Project – per ABF July Schedule (Level 2 Summary)
2. Toll Bridge Seismic Retrofit Program – Summary Schedule (SSO)

8/9/12



Toll Bridge Seismic Retrofit Program - Summary Schedule (SSO)

8/9/2012



Memorandum

TO: Toll Bridge Oversight Committee (TBPOC) **DATE:** August 15, 2012

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans
Peter Lee, Senior Program Coordinator, BATA

RE: Agenda No. – 6a
Item – Dumbarton Bridge Seismic Retrofit Update
Labor Day Weekend Closure

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

On the Dumbarton Bridge, structural steel is being added and new seismic isolation bearings are being installed to help it withstand large earthquakes. The bridge was closed over the Memorial Day 2012 weekend to install a new seismic expansion joint on the west side of the bridge. The operation was completed with minimal traffic impacts.

The bridge will again be closed over the Labor Day 2012 weekend to install a similar seismic expansion joint on the east side of the bridge. The bridge will be closed from 10 p.m. Friday August 31, 2012, to 5 a.m. Tuesday September 4, 2012. Motorists will notice detours via the San Mateo-Hayward Bridge to the north and State Route 237 to the south.

Seismic retrofit work is expected to be on-going through 2013.

Attachment(s):

N/A

ITEM 7: OTHER BUSINESS

No Attachments